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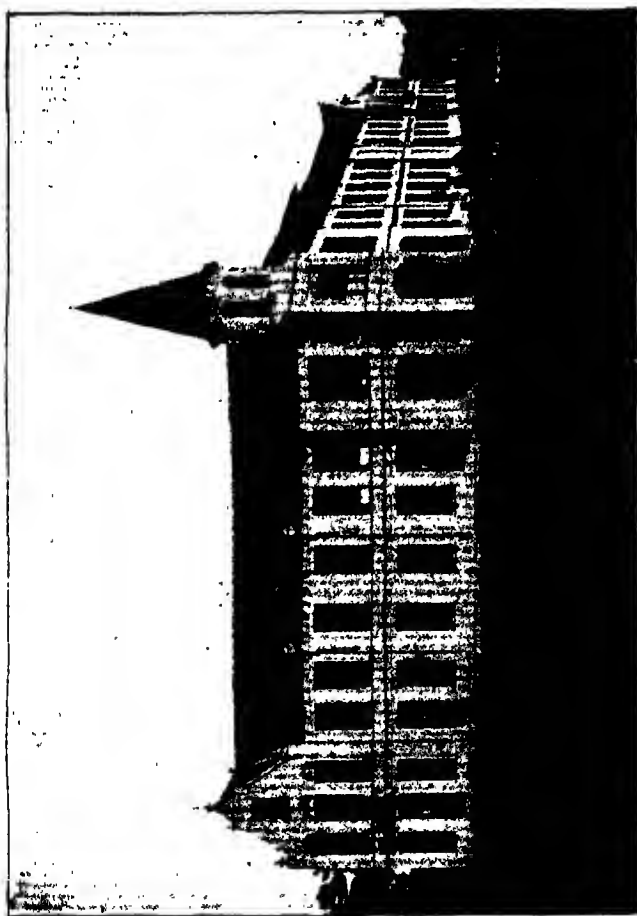
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KONINKLIJKE PAKETVAART MAATSCHAPPIJ.



ROYAL PACKET COMPANY'S OFFICE AT WELTEVREDEN

GUIDE THROUGH NETHER-
LANDS INDIA, COMPILED
BY ORDER OF THE KONINK-
LIJKE PAKETVAART MAAT-
SCHAPPIJ (ROYAL PACKET
COMPANY), (BY J. F. VAN
BEMMELEN AND G. B. HOOVER,
AND REVISED BY J. F. NIERMEIJER)

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SPECIAL REMARKS FOR TOURISTS.

Money.

The currency in the Dutch Indies has the same value as that in Holland, and, for the coins from half a guilder (or half a florin) upwards, is identical. Only the banknotes of the Dutch-Indian Government and of the Java Bank and the small coins (change) are different in stamp.

Gold circulates in pieces of 10 guilders. The silver guilder is the standard coin; its value amounts to 1s. 8½d. or \$ 0.40 American currency.

<i>Silver Coins</i> —Rijksdaalder (<i>ringgit</i>)	2½ guilders.
Gulden (<i>perak, roepia</i>)	1 guilder.
Halve gulden (<i>stenga roepia</i>)	½ "
Kwartgulden (<i>kwart, stali</i>)	¼ "
Dubbeltje (<i>ketip, pitjin</i>)	⅓ "
Stuiver (<i>lina sen</i>)	⅒ "

(one penny or two American cents).

<i>Copper Coins</i> —2½ cents (<i>gobang</i>)	¼ guilder.
---	------------

(one halfpenny or one American cent.)

1 cent (<i>sen</i>)	⅓ guilder.
---------------------------------	------------

½ " (<i>stenga sen</i>)	⅓ "
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In Deli and the whole north-east part of Sumatra the Straits currency (Mexican dollar) is generally used, but as it is subject to fluctuations of exchange Government offices only accept it at its momentary value.

Pronunciation and Orthography.

The orthography of Dutch and Malay names and words followed in this Guide is the one generally used in the Dutch-Indies. As the Malay language has no written alphabet of its own, it is written either in Arabic or in Roman characters. In using the

latter, the vowels are represented by the same characters as are used in Dutch. For this reason it has been thought preferable not to change the habitual orthography, especially because the native and Dutch names would otherwise get less recognizable. Thus, *a*, *e*, *i*, *o*, *u*, must be pronounced as in French; they are lengthened but not altered in sound by being doubled; *ei* and *y* are like the vowel sound in the French *pays*; *au* and *ou* like *ou* in *now*; *eu* like the French *eu* or the German *o*; *oe* like the English *oo* or the German *u*; *ui* like the *oeu* in the French *oeuil*. Especially the sound *oe* (= *oo*) frequently occurs in native names: Soekaboemi, Garoet, Goentoer, are pronounced Sookaboomee, Garoot, Goontoor.





BOARD ROOM IN THE ROYAL PACKET COMPANY'S OFFICE

INTRODUCTION.

Thanks to the fact that, rather more than fifteen years ago, the Royal Packet Company began to spread among the hundreds of evergreen islands of the Malay Archipelago a network of steamship lines which it is still steadily extending, this glorious tropical country may now be called fully accessible to those who wish to admire God's creation in the Tropics in all its abundance diversity and overwhelming majesty.

The Company's spacious and comfortably-fitted passenger boats connect the highlands of Western Sumatra, crossed by railroads, with all the important gates of entry to the beautiful scenery of Java. They also run along the lesser Soenda islands to the gigantic island of Borneo, to Celebes, to the wonderful Moluccas and to New Guinea, still so little known. The Archipelago is remarkable and attractive for all kinds of travellers, whether the visitor be an ordinary tourist, a mountaineer, or an amateur sportsman in search of big or small game, such as elephant (*gadja*), rhinoceros (*badak*), wild buffalo (*bantèng*), tiger (*matjan*), wild boar (*tjèlèng*), peacock (*boeroeng merak*), snipe (*boeroeng blekèk*), wild pigeon (*boeroeng tekockaer*), woodcock (*ajam alas*), etc. Nor is it less interesting for the man of science—the collector of exotic flowers and plants, or the geographer longing for countries not yet seen, and races of mankind little known. For all these a wide field is now opened, and the opportunity afforded, without any danger or inconvenience, of travelling through one of the most beautiful parts of the world. Without great fatigue or expense they may become acquainted with a typical part of the Tropics, which can nowhere be equalled.

We said advisedly „without danger”, for if it be not sought, there is no land in the world that can be travelled through with greater safety than the Archipelago of the Dutch East Indian Colonies, along the main routes which will be described in this little book.

Those who will keep to these routes can safely leave at home firearms, in fact all weapons whatsoever, except those necessary to keep off the rays of the sun.

Gradually the Dutch are beginning to understand that their colonies are not only a fit country for their young men to make a career in, and to spend a great part of their lives, but also one to which they may with advantage pay a comparatively short visit, either on business or pleasure, in order to enrich their knowledge of countries and peoples, to enlarge their minds, and to extend their business-connections.

Abroad, too, the existence of the Dutch East Indian Colonies, their accessibility, the safety with which they may be traversed, and, above all, their scientific interest and natural beauty are gradually becoming known. Yet the fact is still insufficiently acknowledged that in these respects they excel every tropical country, that they are just the kind of country to attract tourists who would gladly spare time and money to see really new and interesting scenes of nature, and yet cannot or will not bear the privations, the danger to life, and the heavy financial expenses of expeditions into countries still completely uncivilized.

For both assertions, viz, the excellence of the Dutch East Indies as a country for tourists and the ignorance of this fact amongst the most travelled European nation, i.e. the English, we can quote authorities.

There already exists a limited modern literature of travel of the Dutch East Indies, written, not by Dutchmen, but principally by Englishmen and Germans. In all these books the greatest praise is lavished on those Colonies, especially on Java, whilst the safety, the healthfulness, the natural beauty, the excellence of the hotels, railways, steamboats, and other modes of travelling, the willingness and trustworthiness of the native population, and the readiness of the Dutch officials to render help, are warmly spoken of. But in the majority of them all this is expressed with a sort of joyful astonishment, as though it related to the discovery of entirely unknown and unexpected wonders. From this it must be inferred that amongst the greater part of the European travelling public, the Dutch East Indian Archipelago is *terra incognita*.

Thus, for instance, H. SCOTT BOYS, formerly of the Bengal Civil Service, writes in "Some notes on Java and its Administration by the Dutch" (Allahabad, 1892):—"At Sydney an opportunity unexpectedly offered itself of visiting Java en route to Hongkong. We did not let the chance slip, and at once, as became globe-trotters, searched the booksellers' shops for anything which might enable us, on reaching the island, to pose before our fellow-travellers as experts in the matter of "Kris" and connoisseurs in coffee. To our disappointment we were unable to find any books of any kind

relating to Java, except a record of travel called "The Australian Abroad".

"From the day when, passing through the straits of Lombok, between the two mighty peaks of Lombok and Bali, we found ourselves within the great volcanic girdle which encircles the Malay Archipelago, until we left Batavia on our way to Singapore, we never ceased to wish, that every day which was available, might be extended to a month, and that many a friend whom we had left in India, could be brought to our side to share in the very thorough enjoyment which our visit to the beautiful region secured for us."

Of no less value is the verdict of the celebrated painter and authoress Miss MARIANNE NORTH, who for fourteen years travelled through tropical countries to paint plants, and who in her autobiography writes: "The order of everything in Java is marvellous, and in spite of the strong rule of the Dutch, the natives have a happy, independent look one does not see in India. Java is one magnificent garden of luxuriance, surpassing Brazil, Jamaica, and Serawak all combined, with the grandest volcanoes rising out of it. . . . One can ride up to the very tops, and traverse the whole island on good roads by an excellent system of posting arranged by Government. There are good resthouses at the end of every day's journey, where you are taken in and fed at a fixed tariff of prices. Moreover, travellers are entirely safe in Java, which is no small blessing."

Exactly the same opinion is expressed by another English traveller, Colonel Sir H. COLLET, who in a short account of a trip entitled "Six Weeks in Java", which appeared in *Blackwood's Magazine*, July, 1894, observes: "The Dutch are energetic rulers, who fully appreciate the advantages of roads and railways, and in this respect there is probably no country in the East which has more changed during recent years than Java."

"Good hotels may now be found in nearly every place where the ordinary traveller wishes to stop, and ladies could travel from one end of the island to the other without experiencing any serious discomfort."

"As regards climate, the towns on the sea-coast, such as Batavia, Samarang and Soerabaya, are always hot, with the moist heat of Calcutta or Singapore in July; but the whole of the interior is hilly, and possesses a cool and pleasant climate. It is very remarkable at what low elevation in Java the stagnant heat of the plains is exchanged for cool fresh breezes."

Whoever wishes to obtain a good idea of the vegetation and many

other things in Java, should procure Prof. HABERLANDS' "Botanical Travels in the Tropics", (*Botanische Tropenreise*, Leipzig, 1893), the interesting and well-written work of a true scientist.

From this he can learn, for instance, that the so-called "terrible tropical heat" is not so terrible as it is said to be, for in the summer, in the middle of the day, it is as warm in Vienna and Leipzig as in Singapore and Batavia, but that it is chiefly the slighter variation of temperature, in other words the higher average heat, which causes the difference of climate. His impartial verdict respecting the influence of the damp warm Indian climate on the health of the tourist will certainly remove from many minds, if not altogether, yet to a very great extent, the prejudices against a trip to Java —. "The physiological alteration the body undergoes when obliged to get accustomed to the higher average temperature of the Tropics does not, peculiarly enough, mean enervation or exhaustion in the ordinary sense of the word. At the end of a prolonged stay at Buitenzorg I paid a visit to the mountain-gardens of Tjibodas (altitude 4690 feet), which lay at only half a day's journey distance. The temperature at sunrise is about 58° F., and increases at noon to 66-73° F. This sudden and considerable change of temperature I found just as refreshing as a trip into our European mountain-districts. I felt neither cold nor cough, which might have pointed to a decline of my resistive powers. Moreover, a Dutchman does not hesitate to return to Europe in the middle of a European winter, even after a prolonged stay in India.

"As to the European's power of accommodation to a tropical climate, nothing has astonished me more than the perfect ease with which he gets accustomed to the great increase of atmospheric moisture. The stifling sensation felt on entering a European hothouse, being only a consequence of the sudden contrast, is wholly wanting here. Though perspiration is, of course, abundant, one does not get over-thirsty. The moist heat of Buitenzorg did not enervate me in the least during a four months' stay there. I did not suffer from any illness; on the contrary, I felt at once acclimatized. It is an error to believe, as is generally done in Europe, that the evil consequences of the change of climate are especially felt in the *beginning* of one's stay in the Tropics. If such consequences are felt at all, which is by no means always the case, they come gradually after many years' residence".

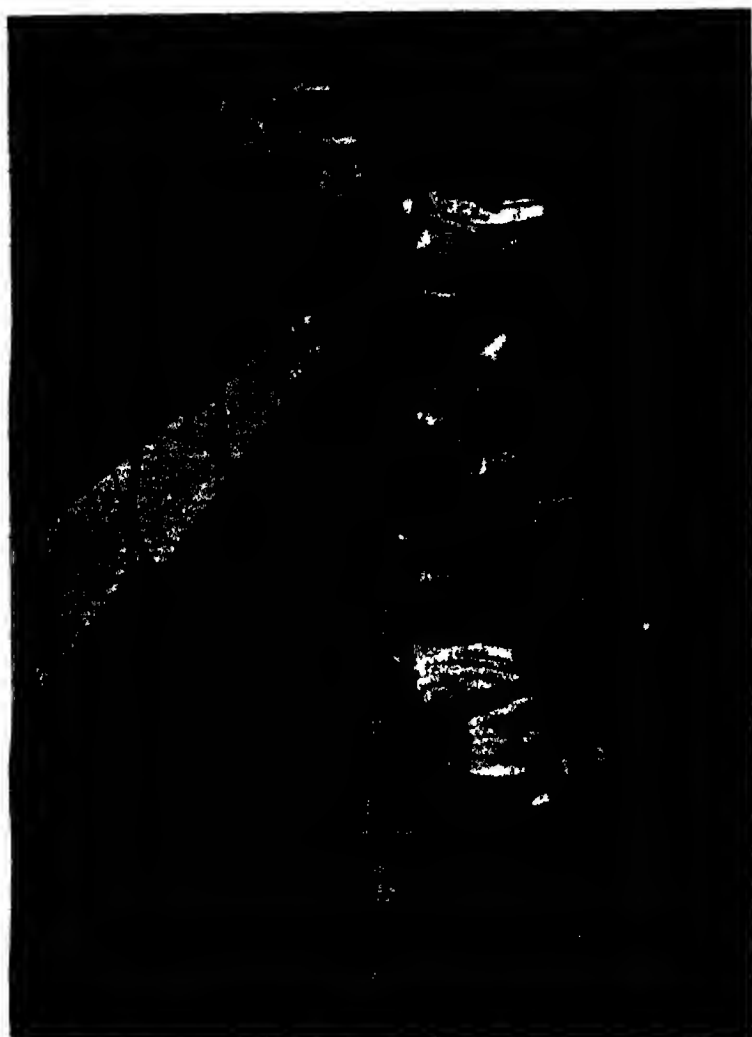
JUNGHUNN, the celebrated natural scientist and mountaineer of the Indian Archipelago, concludes the introduction to his great scientific work "Java" with the following poetical effusion: —
"Never shall I forget the forests of Java adorned with everlasting

green, with their thousands of flowers whose sweet odour never dies; in imagination I hear the sea-wind rushing through the bananas and the tops of the palms — I listen to the thundering splash of the waterfalls which rush down from the high mountain walls in the interior of the country; it seems to me as if I were breathing the cool morning air, as if I were standing before the hospitable hut of the Javanese, whilst a deep silence still reigns in the primeval forests, which enclose me on all sides. High above me in the air, swarms of *kalongs*, with beating wings, are hurrying back to the spot where they pass the day, gradually life and movement come into the leafy arch of the woods, peacocks raise their shrill cry, monkeys resume their lively sport and awaken the echoes of the mountains with their morning cries, thousands of birds begin their warbling, and before the sun illumines the eastern sky the majestic top of the distant mountain is already glowing with purple and gold. From the height he looks down upon me as upon an old acquaintance, my desire increases, and, yearning, I look for the day on which I shall be able to exclaim "Hail! ye mountains, hail!"

As most people who do not come from Holland are entirely or partly unacquainted with the beauties and attractions of the East Indian Archipelago, so the majority of foreigners do not know either that this Archipelago can be reached by other routes than via Singapore.

Whoever leaves Europe by the English, German, or French East-Asiatic mail-boats, will, on his arrival at Singapore, naturally take the steamer of the Packet Company, which he will always find there in connection with the German mail-boat and which conveys him in less than two days to Batavia. For the benefit of those, a description of Singapore, and of the trip to Batavia and other Dutch-Indian ports, has been included in this Guide.

But perhaps many a foreigner, who has formed the plan of visiting the Dutch colonies, will perceive that a good and easy way of becoming acquainted with the Dutch customs and mode of life, is to make the whole outward passage from Europe on the Dutch East-Asiatic mail boats. In the three or four weeks in which the boats of the Company "Nederland", or the "Rotterdam Lloyd", now accomplish the voyage from Genoa or Marseilles to Batavia, he will have a good opportunity of learning something about the Dutch and Malay languages, customs, and peculiarities. He will, little by little, get accustomed to the Dutch-Indian table, the division of the day, the customs with regard to dress, tropical siesta, the twice-a-day bath, the native servants, and the value and names of Dutch money. He will, perhaps, make agreeable



acquaintances amongst the Dutch passengers, who will be able to give him valuable information and introductions, and, on his arrival, see that during the first few days he does not feel too strange and lonely in the entirely new surroundings of a tropical country.

With regard to excellence of arrangements, safety, and regular careful service, the Dutch mail-boats can compare with all foreign ones. Moreover, the English, German, and French traveller may be certain that the majority of the ship's officers and Dutch passengers understand and speak his language.

We purpose in this little book to give everything that it is necessary for a tourist to know when travelling through the Dutch East Indies on visiting the chief towns, crossing the interior or the blue Indian waters, or climbing the gigantic craters. In the first place, therefore, we come forward as advisers, and, below, give some hints about dress, mode of living, language, division of the day, etc.

GENERAL REMARKS.

Outfit.

In general we may refer, under this heading, to the directions given in the Guide for travellers by the steamers of the *Nederland* Company, by A. Werumeus Buning and J. A. Kruyt (3rd Edn).

When procuring an Indian outfit in Europe it is desirable to bear the following in mind:

A good deal of one's European wearing apparel can also be worn in the Tropics, especially in the mountain districts, where the change of temperature in twenty-four hours is often very considerable, and the night cold, especially when one has spent some time before in the lowlands, unusually penetrating. Flannel underclothing is specially recommended there. Moreover, one's European dress-coat and frock-coat can often be made to do for a stay in the Tropics, by having the lining taken out. Other garments, too, made thinner in this manner, may be made very serviceable. In hot weather, linen is cooler and more pleasant than cotton, but by continual washing, (which, moreover, is generally done by beating the articles on stones), it soon wears out, so that it is cheaper to wear cotton underclothing.

MINIMUM OUTFIT FOR GENTLEMAN.

Thin flannel undershirts	1	dozen
Drawers of very thin cotton, flannel or Jaeger .	1	"
Socks, ditto, pairs	1½	"
Flannel waistbands (cummerbunds) for the mountains		three
Shirts, with or without collars and cuffs . . .	½	to 1 dozen
Linen collars	1	to 2 "
Ditto cuffs (pairs)	1	to 2 "
<i>Kabajas</i> (jackets) of cotton, Chinese pattern . .	1	dozen
Sleeping drawers, preferably Indian pattern (<i>batik</i>)	1	"
Flannel <i>Kabajas</i> (jackets) for the mountains	}	(pyjamas) three of each
Flannel sleeping-drawers " " "		
Pocket handkerchiefs	2	dozen
White drill trousers	1	"
White jackets with stand-up collars (closed) . .	1	"
White piqué waistcoats		three to six
Thin flannel suits with stand-up collars (for use as undress-suits on board until the afternoon)		three
A blue serge or Cheviot suit		

A black coat and waistcoat, with fancy trousers, for paying visits.
 Dress-coat, waistcoat, and trousers for official occasions.

Gloves should be kept in a dry bottle with chloride of lime in the stopper, else they get stained.

Shoes according to choice, black or tan. In the mountains, strong waterproof lace boots are of very great service; on the coast, linen shoes for morning and patent shoes for evening-wear are recommended; slippers are best bought of the Chinese *klontong*'s (pedlars) in the hotels.

Also a waterproof coat, a sun-helmet, a cap for use on board, a straw hat for ashore, a soft felt hat, and a tall silk or opera-hat.

Trunks and boxes preferably of metal, against damp and cockchafers. Naphthalin should always be used.

Fire-arms may not be introduced without permission of the local authorities.

Travellers who are constantly moving about and who do not contemplate a prolonged stay as guests at houses in the interior can do with fewer underclothes and white suits than indicated above. It is very troublesome to carry more baggage than is strictly necessary, and in hotels washing can always be done within two days. Respecting the outfit for ladies, a lady who has travelled in the Dutch Indies writes:

Outfit for ladies.

"Ladies, especially those who, with a return ticket, intend visiting the Dutch Colonies for a year or so, are especially recommended to take suitable clothing with them, but not too much. A great variety of costumes is, however, necessary. Do not therefore be too sparing with washing-dresses and blouses. "Reform-dress" is very suitable for ladies travelling in the tropics, because it is light, loose and easily adjusted. The Bengalis are very handy dress-makers; fine silks and white materials can be bought everywhere at moderate prices and made up by native dressmakers from a book of fashions. Unless you live in a very out-of-the-way place, you will always be able to get this done. Silk and muslin blouses, with dark skirts, are very suitable for wearing on board. Be sure not to forget to take a travelling cap and a sun-hat for wearing ashore. In India a couple of Japanese kimonos should be purchased, these can be worn as a bath-room costume in lieu of a peignoir or of a sarong and kabaja. The Indian *négligé*, "sarong" and "kabaja", is especially worn by married ladies; unmarried ladies never appear in it, except in their own private circle. Take care, therefore, to provide yourself with a large number of white morning dresses, in which you can appear till five o'clock. Single ladies or visitors are advised not to wear a sarong and kabaja when stopping at the principal towns in Java. On the other hand it is strongly advisable for married ladies who contemplate staying as guests at houses in the interior to purchase sarongs, kabajas and slippers on their arrival in the Dutch Indies in order that, when *en famille*, they may be able to wear Indian "undress" instead of a white peignoir, as Indian hostesses usually prefer them to do so. Peignoirs should be made quite plain, or they may not be nicely ironed. Unlined cotton or silk materials are the most agreeable for ladies in the damp warm parts of India. Don't forget, above all things, to take with you a winter cloak, plaid and flannel peignoir, when you intend visiting the mountain districts, also strong boots in which to make mountain excursions. The English "combination" is unquestionably the best costume, and cannot be too highly recommended as practical and convenient in a country where one has so frequently to change one's clothing.

Flannels	1 dozen
White combinations	1 "
White corsets.	3 pair
White bodices.	1 dozen
White petticoats	1 "

Strong stockings, pairs	1 dozen.
Fancy stockings, pairs.	1 "
Nightdresses	1 "
Chemises for night wear	1 "
White morning gowns.	1/2 "
Pocket handkerchiefs	2 "

Cycling knickers or short skirt for mountaineering.

Brown and black leather low shoes and slippers.

Woollen peignoirs for the mountains Peignoirs (wrappers) for the bathroom. Silk gloves, not kid.

Trimmed hats, sun-hat and cap. Plaid, winter cloak, and shawl.

Much eau-de-Cologne and hair-wash are specially recommended.

We may here add that Singapore, Padang, Samarang, especially Soerabaja, and also Makassar, afford opportunity for purchasing what is wanted, generally at moderate prices, and of renewing what is worn out, and that the large shops at Batavia have a great selection of all travelling articles and wearing apparel.

White jackets and waistcoats, sun-helmet, white shoes, sarongs and kabajas should be purchased on arrival, rather than in Europe.

With soap and good bath towels, which are not at all, or not very plentifully, supplied in hotels, the traveller should provide himself before starting.

Language.

Malay is the language which is everywhere spoken and understood by all native servants, by the native chiefs and employés, and by all Europeans in their intercourse with natives. This extremely simple language is understood throughout the Archipelago—just as the Dutch-Indian coinage is everywhere current.

The booksellers at Batavia have a large stock of handbooks for learning Malay, as well as works of fiction in foreign languages, and from them can also be obtained books of travel and scientific works, for those who wish to learn more of the country and people than the little for which space can be found in this Guide.

Hotels.

Hotels are found in all the larger towns, and in many of the smaller places. In the former they are usually good, in the latter often bad, although some improvement is noticeable in this respect. It is a great drawback that in too many instances the proprietor or manager of a hotel is usually invisible to the guests, — occasionally even unapproachable by them, — the business being

left entirely in the hands of a native *mandoer*. Where this is not the case, the difference is striking and will be noticed at once. It is not feasible in a guide of this kind, which does not run through so many editions as does a Baedeker, to classify the hotels with absolute accuracy, and we therefore propose, as a general rule, to abstain from such a classification, all the more so because in the Dutch Indies the management of hotels often changes hands. In place where there is more than one hotel the reputed rank of each one is roughly indicated by the order in which the names are placed

At places where there is no hotel, but where it is necessary to have suitable lodgment of officials on tour, rest-houses (*pasanggrahan*) affording the necessary accommodation have been erected by the



A PASANGGRAHAN.

Government, and these are often cleaner and drier than are the smaller hotels. They are found in many large, and in a number of small villages, as well as at a few spots selected for the beauty or salubrity of their situation as suitable holiday resorts. They are under the management of a *mandoer*, who provides the rice-table (tiffin). Private travellers are admitted at a fixed tariff, but it is occasionally desirable to apply in advance for admission to the Assistant-resident or Controller of the district. It is as well to carry some tinned provisions in order to have a little variety in the menu. Such provisions are to be had at all stores (*tokos*) and, in the interior, also of the Chinese traders: the big shops in the principal towns keep a particularly large selection of good quality.

Gratuities.

It is customary to give gratuities in hotels, or when staying or dining in a private house as a guest, but the tips are much smaller than they are in Europe, especially in the hotels, where all the servants are paid wages. Guests staying at a house are expected to give from one to two-and-a-half florins (1 s. 8 d. to 4 s. 2 d.) to the house servants. Formerly, when it was usual to take one's own "boy" when travelling, tips to domestic servants were not so usual, but travelling with a personal servant is falling into desuetude in Java. For the matter of that, the practice is not to be recommended, being unnecessary, costly, and, in the interior, often a drag upon one's movements.

It is also customary to give a gratuity of from 25 to 50 cents (5 d. to 10 d.) to the coachman, whether the vehicle be hired or borrowed. All natives who render services of whatever kind at excursions beg for tips (*kassi presén*) and at some much-frequented points in Java the villagers generally make themselves troublesome by importuning the visitor for coppers. It is earnestly to be hoped that travellers will set their faces against this nuisance, which, as yet, has not assumed serious dimensions.

Washing.

Underlinen is changed at least once a day. An hotel servant will procure for the traveller a washerwoman (*toekang menatoe*) who will sort out and count the washing and deliver it back, all ready for wear, within two to seven days. The price varies from 3 to 10 (Dutch) cents a piece (every piece counting the same) and depends less upon the size and nature of the garments than upon the time allowed for the job.

Mountaineering.

In most cases tourists will limit their efforts to the climbing of the volcanoes, which almost invariably form the loftiest summits of the routes described in this volume, and whose craters offer so much that is remarkable. No traveller need be deterred by the fear of sudden eruptions, for in the Dutch Indies the volcanoes almost always give timely warning of an approaching outbreak. In some cases great volumes of smoke are thrown up even in normal conditions, and it is then advisable to keep on the windy side, or at any rate not to expose oneself too long to the vapour. Horses and palanquins (*tandoes*) are always available at the most frequented volcanoes in Java (see each special heading)

but most of these mountains can very well be ascended on foot, especially in the cool of morning, by anyone with sound lungs and ready feet. Travellers are advised not to pay too much attention to the earnest manner (usually indicative of real or feigned astonishment) in which it will be tried to dissuade them from an ascent on foot.

Some ladies prefer to use a palanquin; others find the swaying motion of such a conveyance almost as bad as an attack of seasickness. The swaying may be reduced by ordering the carriers (of whom there are mostly four, with two others as relief) to walk out of step. If no chair is available, it is usually possible to have one made, as the contrivance generally consists only of an easy chair, a footboard and two long bamboo-sticks. Ascents on horseback are to be recommended for ladies, nor is any previous practice in horse-riding necessary. The small Javanese horses somewhat resemble the donkeys of a European watering place, and the mountain ponies are extraordinarily wiry. It is advisable for ladies to ride astride, and they should therefore carry a pair of cycling knickerbockers in their baggage.

Mode of Living.

In the Dutch-Indies, as everywhere else, it is very important to conform one's mode of living and habits to those of the country.

The tourist should rise at 5.30 a. m., drink a cup of coffee; bathe; dress in clothes of light materials and take a walk or drive (see further on) breakfast between 8 and 9, transact his business, make his calls at offices, shops, museums or clubs before 1 p. m., and take the "rice-table" (tiffin) in the hotel at the last-named hour. (Excellent European meals may also be had in the principal hotels of Batavia and Soerabaja.) He should rest, or at any rate keep his room, between 2 and 4, (for during those hot hours no one should be out in the sun or do any work except under compulsion,) bathe again and dress in European costume, bearing in mind that a frock coat is never worn except on occasions of formal visits; evening dress only for large parties, official audiences and balls. He should then drive or walk until 7 p. m., maybe paying informal calls on friends between 7 and 8, and then dine — the dinner always consisting of European dishes. The evening may be finished by going, at 9 p. m., to some place of entertainment or club, or with friends in case of an invitation to spend the evening. It is perhaps somewhat irksome for tourists that it has of late years

become the practice, even in small places, to dine as late as 9 p. m.

Business offices close at 5 p. m., on Saturdays often at 2 p. m.; shops are open, in most places, up to 8 p. m., but even in them it is customary to rest between 2 and 4. Government offices close at 2 p. m.

Whereas in British India the winter months are the best time for travelling, May and June are the most suitable period for a tour in the Dutch East-Indies. The cool West monsoon (too rainy on the littoral) has then passed, only occasionally a shower varies the bright rays of the sun, all greenery is fresh and luscious after the daily torrents which have drenched it for months; the noxious effluvia are still quiescent below their layer of water, above and below the soil, and will remain imprisoned there until the effect of the dry monsoon permits them to ascend and, at times, to spread dangerous diseases. The mountain ranges of the interior have then entered upon the clear period, after the heavy mists which sometimes for weeks together hide the craters from view and fill the valleys. From July till October the denseness of the atmosphere, which in the full east-monsoon sometimes conceals the horizon, gives to the scenery, especially in East Java, an uniform and dull appearance.

Life on Board.

The boats of the Royal Packet Company perfectly answer all requirements of passengers on board first class steamers. The cabins are spacious and airy, the saloon is luxuriantly decorated with beautifully-carved wainscotting, and with delft tile paintings evoking admiration of typical Dutch works of art in a setting typical of Dutch craftsmanship. The deck is wide, and easy-chairs and forms are placed here and there. The waiting, which is done by native boys, summoned by the name of „*spada*” is, owing to the peculiarities of the Malay race, prompt, quiet and polite. The table is excellent and abundant, the liquors, iced to a nicety, are of good quality and moderate in price. The whole ship is lighted by electricity. Cool drinking-water is to be had at any time, as there is a refrigerator on board. The bath-rooms (*kamer mandi*), where a sea-water bath, or a shower (*siram*) bath of fresh water can be had, are spacious and clean. The officers are always ready to give information and help, and understand several foreign languages. A European steward is especially appointed to look after the comfort of passengers.

It seems to us that the mode of life on board Dutch tropical

steamships leads to a better division of the day, and answers better the exigencies of the climate, than that on any British, French, or German steamer.

From daybreak, coffee or tea is to be had either on deck or below.

It is strongly advisable to go on deck as soon as day begins to dawn, for the early morning is the most beautiful part of the tropical day. Till breakfast one is permitted to wear the Indian *neglige* dress, but no one who is acquainted with Indian manners



A ROYAL PACKET COMPANY'S STEAMER

will show himself outside his cabin without first having put on a fresh suit of *neglige*, he will never appear in the dress in which he has passed the night.

After having "*mandird*" (taken a bath) the passengers put on their morning clothes and sit down to breakfast, which, with its abundance of cold dishes, with one or two warm ones, will satisfy even the keenest appetite excited by the sea air. Coffee and tea are served gratuitously; cold beers, wines, or mineral waters at tariff rates against vouchers.

At twelve o'clock lunch is announced, at which, in the first place, the Dutch Indian "rice table," in all its detail, is served up, so that even he who does not like the numerous highly-seasoned side-dishes (*sambals*) and the curry sauce, or who lacks either the courage or the inclination to try them, can take the keen edge off his appetite with roast fowl (*ajam gorèng*), minced beef (*prikkadel'*, fried fish (*ikan*), or other European side dishes. After the rice-table, however, there are always one more courses of European dishes, consisting of roast meat, vegetables, and potatoes, so that everyone's taste is amply provided for.

After luncheon it is wise to adapt oneself to Indian customs—put on *négligé*, and take a nap either on deck or in one's cabin. Till an hour before sunset you can wear undress, then you dress, after having bathed again, and enjoy on deck the delightful hour of the Indian (tropical) sunset.

Dinner is served at seven o'clock, and not at six, as on the French steamers, where passengers are compelled, just at the most beautiful moment of the falling evening, when the midday heat has scarcely passed away and a refreshing coolness has sprung up, to leave the deck and sit down close together in the warm saloon. This little difference in the division of the day seems to us of so much importance that, for this reason alone, we should prefer to travel by Dutch tropical boats. The dinner is quite European, and as abundant as can be desired.

After dinner you can stay on the well-lighted deck as long as you like, and till late in the night you can get cool drinks against payment by voucher. This is an advantage over the rules on board foreign ships, certainly counterbalancing the somewhat greater expense entailed by the fact that the Packet Company charges for all drinks.

Many pass the night on benches and in easy-chairs on deck, when the heat in the cabins is too trying. This can be done without risk, if only care is taken not to be too lightly clad, or, at least, to be protected from the coolness of the latter part of the night by a light plaid or coverlet. Only in harbours and estuaries, in other words near the coasts, it is better not to expose oneself too much to the night air, for fear of catching malaria.

On approaching the place of destination, the passengers receive their bills from the steward, who is able to give them information about disembarking, etc.

On board the Packet Company's boats the difference made between the first-class passengers and the second class is greater than on the French mail, as regards permission to use the deck. Part of

the promenade-deck, however. (sometimes aft) is always reserved for second-class passengers.

The second-class saloon and cabins are generally in a separate part of the vessel, but the second-class table is excellent and beverages are obtainable as in the first-class.

Whoever wishes to know something about the peculiarities of natives, and is fond of picturesque scenes, will not neglect to visit the fore-castle, to inspect more closely the numerous types and costumes of the native, Chinese, Arab, and other non-European passengers of the third and fourth class.





VIEW IN THE CHINESE QUARTER AT BATAVIA

BATAVIA.

ARRIVAL AT TANDJONG-PRIOK. — Porters (coolies) ten cents (= two pence, or 4 cents U.S.A.) for every article carried to the Custom-house and station.

Custom-house (*Kantor priksa*).

Railway station (*Stasiun kereta api*) of the Government-Railway to the lower town, Batavia.

Steamers (*kapal api*).

Rowing boats (*tambangan*).

BATAVIA. LOWER TOWN (KOTA). — Two railway stations:

1. Staatsspoor or Government Railway (S.S.). Three lines: *a* to Tandjong-Priok; *b* (formerly Batavia Eastern Railway (B.O.S.) to the upper town (*Pasar Senèn*), Meester-Cornelis, Bekasi, Krawang, Poerwakarta and Pandalarang; *c* to the upper town.
2. Nederl.-Indische Spoorweg (N.I.S.), i.e. Dutch-Indian Railway, to the upper town (Noordwijk and Koningsplein), Meester-Cornelis, and on to Buitenzorg, where there is connection with the Government Railway Line to Soekaboemi, Bandoeng, etc.

Steam-tram (*trem sedoom*), to the upper town and Meester-Cornelis every 7½ minutes.

Electric tram (*trem lektrik*), to the upper town every 10 minutes.

Carriages: dos-à-dos (*sado*) 60 cents per hour, 25 cents for a ride of not more than 20 minutes; tilt-carriages (*ebro* and *ropo*), tariff a little higher; palanquins (*planki*), tariff the same as for dos-à-dos, only used in the lower town; public conveyances (*karèta seira*) from the hotels *f* 3.— — *f* 6.— for 6 hours; hotel omnibuses must be ordered beforehand; two-wheeled carts (*kahar peer*) only used by non-Europeans; luggage carts (*grobak*) *f* 0.60 to *f* 1.— per hour.

POSTAL AND TELEGRAPH OFFICE (*Kantor pos*, *Kantor kawat*), Binnen-Nieuwpoortstraat.

PUBLIC TELEPHONE OFFICE (*Kantor telepon*), Kali Besar.

PUBLIC CALL OFFICES FOR INTER-COMMUNAL TELEPHONE COMMUNICATION with Buitenzorg and Bandoeng at Molenvliet cross roads, Noordwijk and Rijswijk.

BATAVIA, UPPER TOWN (Molenvliet, Rijswijk, Noordwijk, Koningsplein, Weltevreden, Kramat, Salemba, Meester-Cornelis).

RAILWAY STATIONS. Of the N. I. S. Noordwijk and Koningsplein; of the Staatspoor Kemajoran, Pasar Senèn, and the halt Tenahang of the Bantam line, communicating with the electric tram line.

HOTELS (*Roemah makan*).

- Hotel des Indes, Molenvliet, with annexe.
- " der Nederlanden, Rijswijk (Restaurant in the lower town).
- " Wisse, Noordwijk, corner of Molenvliet.
- " Hekker, Noordwijk.
- " de Java, Rijswijk, and Koningsplein.
- " Lion d'Or, Rijswijk, corner Citadelweg.
- " Ort, Molenvliet.
- " Molenvliet, Molenvliet.
- " Leroux, Noordwijk.
- " Gilbert Zeh, Gang Petjenongan
- " de l'Europe.

RESTAURANTS.

(t. W. Versteegh, Noordwijk (handsome room on first floor for large dinner parties etc.).

M. Hout, Noordwijk.

Stam & Weijns, Noordwijk.

Meuleman & Rijkers, Noordwijk.

BOARDING HOUSES. (Pensions).

Noordwijk.

A. L. E. Dom.

Van Hemert.

J. A. van Hemert.

Kramat.

S. M. Logeman.

M. A. Rosely.

J. von Schauroth.

Senin.

J. A. Zeelandelaar, and many others.

MOLENVLIET, W. (formerly the Weeshuis or Orphanage).

PLACES OF INTEREST. Museum and Library of the Batavian Society of Arts and Sciences (*Gedong permainan gadja*). Koningsplein W, Ethnography, History.

Permanent Exhibition of the Society „East and West", Rijswijk.

Museum of Minerals (*Kantor batoe*), Molenvliet.

Building of the Royal Society of Natural History (*gedong pemainan ketjil*) Koningsplein Z.

Meteorological Observatory (*Kantor angin*), Parapatan.

Great Military Hospital (*Roemha sakit kompani*), Hospitaalweg.

Gymnasium Willem III (*Skola radja*), Salemba.

Government Offices (*Kantor palès*), Waterlooplein E.

Palace of the Governor-General (*Roemah toewan-besar*), Koningsplein N.

Hertogspark, with the palace of the Commander-in-Chief (*Kebon sajoer*)

Resident's Mansion (*Residènan*), Koningsplein S.

Packet Company's Office (*Kantor kapal api*), Sluisbrug.

English Church (*Grèdja Inggris*), Parapatan.

Willem's Park, Koningsplein E.

Roman Catholic Church, Waterlooplein N.

Cemetery (*koeboeran*), Tanah-Abang.

Old Church, lower town (tomb of Governor SWAERDECRON).

Town Hall, lower town.

Mosque (*loear batang*), lower town.

Castle Gate and Cannon (*Meriam besar*), lower town.

Chinese Camp, lower town.

Chinese Cemetery (*koeboeran orang tjina*), west of the town.

PLACES OF RECREATION. Civic Club „the Harmony” (*Roemah bolah Harmonie*), Rijswijk.

Military Club „Concordia” (*Roemah bolah Concordia*), Waterlooplein E.

Theatre (*kemédi*), Komediweg.

Botanical and Zoological Gardens (*Kebon binatang*) Tjekini.

Music in the Waterlooplein, Sundays from 5.30 to 6.30.

Music at the restaurants of Versleeg and Houpt on Sunday afternoons; in the marquee in front of the Hotel des Indes on Tuesday evenings.

The approach to Batavia is most picturesque. On steaming in from the outer harbour of Tandjong-Priok, in which lie several steamers and men-of-war, we see in the distance the great dry dock; while moored to the extensive low-lying basalt quays, are the great boats which constitute a part of the fleet of the Steam Navigation Companies „Nederland”, „Rotterdam-Lloyd”, „Royal Packet” and the „Java—China—Japan line”. The steamers of the Queensland Royal Mail-line draw too much water to make use of this anchorage, and hold communication with the shore by means of small boats. The harbour works of Tandjong Priok were constructed between 1877 and 1883, under the supervision of Chief-engineer J. A. DE GELDER. They consist of: 1) an outer harbour

26 feet deep, bound by two piers 1850 metres ($1\frac{1}{8}$ miles long, built of trachyte from the island of Poeloe Merak on the Bantam coast; 2) an inner harbour 1100 metres ($\frac{2}{3}$ mile) long by 175 metres (568 feet) wide; 3) a coaling harbour; and 4) a canal, railway and carriage road to Batavia. The cost of the entire work was $21\frac{1}{2}$ millions of florins (= £ 1800 000). Enlargement of the harbour is now urgently called for. The works are exploited by the Government, with the exception of the dry docks and the constructional shops, which have been leased to the Dutch Indian dry-docks Company to the year 1916. In the shadow of the lofty overhanging roofs of the onormous sheds congregate Europeans, Chinese, and natives, some of whom, when the gangway has been thrown out,



THE OUTER HARBOUR OF LONDON

come on board to present themselves as agents of the Dutch-India Veem (baggage warehousing company), or as hotel agents, or to offer their services as porters (coolies) to carry for 10 cents each, small trunks and boxes to the neat Custom-house, and to the station close by, where there is a small buffet and a branch of the Escompto Maatschappij, money changers. There, for a few "dubbeltjes," you take a first or second class ticket (on all lines the third class is only used by natives and Chinese) to Weltevreden, the upper town, or to Batavia, the city. If you want to go immediately to a hotel, the former is preferable, and you change carriages at the station "Batavia." At the stations of the upper town—Noordwyk or Koningsplein—we find omnibuses of the hotels, or

the ordinary Batavian vehicles, *dos-à-dos* (pronounce *sa-to*), which convey the traveller and his portmanteau to the hotel for a charge varying from 25 to 50 cents. From the station Tandjong-Prlok, you can, however, order a conveyance from the hotel by telephone to wait at the indicated station.

But if the tourist prefers to attend first of all to his business affairs in the lower town of Batavia he had better get out at the first station (Batavia) take a conveyance (*sado*), settle his business, and proceed to his hotel either by the conveyance aforesaid or by steam-tram. All the hotels lie along the route of the tram line. In the lower town the traveller may see his consul and exchange money at the offices of the Java Bank, of the Factory (*Kompani Ketjil*) on the Groote River (*Kali Besar*) or of the Escompto Maatschappy. Or he may go to the Town Hall (*kantor besar*) in



order to apply to the Assistant-Resident for permission for a temporary sojourn in his district, assuming that it is the traveller's intention to stay there more than 48 hours, such permission being necessary pending the Governor-General's decision as to whether the tourist shall be permitted to travel in the Dutch Indian Colonies. For without such permission no foreigner is allowed to proceed, and those who intend travelling through the country should, immediately on their arrival, apply to their consul to make the necessary arrangements for them with the authorities.



THE KALI BESAR IN BATAVIA

The letter soliciting permission must be written upon paper bearing a Government stamp of the value of $1\frac{1}{2}$ florins (2/6 d.).

Within the past few years most of the large trading companies have, however, established branch offices in the upper town, among these being the Netherlands Trading Company, (Noordwijk, next to "Onderlinge Hulp"), the Escompto Company, (a little further on, near the Sluisbrug) and the Dutch-Indian Trading Bank, in the building of the Packet Company. Money may be exchanged at any of these offices.

Hotels.

The Hotel des Indes, 138 large rooms, (besides annexe,) the Hotel der Nederlanden, the Grand Hôtel de Java, the Hotels Wisse, Lion d'Or, Ort, etc., are, in the order indicated, the most frequented.

They are cheap, and keep to the tariff customary all over the Dutch Indies of from $\text{f}5$ — $\text{f}6$ —, inclusive of all meals; (the "American plan",) without reduction for meals which are not taken, though arrangements may be made in case of a long stay.

The rooms are simply furnished, the beds very spacious, surrounded by mosquito curtains, the bath-rooms and the sanitary arrangements are clean, but the bath rooms are often only arranged for pouring water, cooled in basins, over the head by means of a bucket (*gajong*), a healthy way of taking a bath (*mandi*), adopted all over India.

Every hotel has a telephone.

Conveyances are always to be had ($\text{f}2$ — for two hours' hire, of a victoria, $\text{f}4$ —, for six hours' hire, or for a whole evening).

All sorts of wines and cooling drinks can be had and several European languages are understood and spoken.

WELTEVREDEN.

Weltevreden, the upper town of Batavia, is unquestionably the finest of the Indian towns, and quite worthy of a careful inspection.

Whilst Batavia proper—the lower town with its counting-houses and shops, its native and Chinese population, its canals and moats, its dust and dirt, and its old-fashioned mansions—makes anything but a charming impression, the upper town, to which all Europeans return in the evening, reminds one of a gigantic park, in which villas are built in rows, great trees shading the broad and gravelly paths, while spacious squares secure a plentiful supply of fresh

air. Only Pasar Bahroe and Pasar Senèn, with their Chinese shops, remind one of the markets at Singapore.

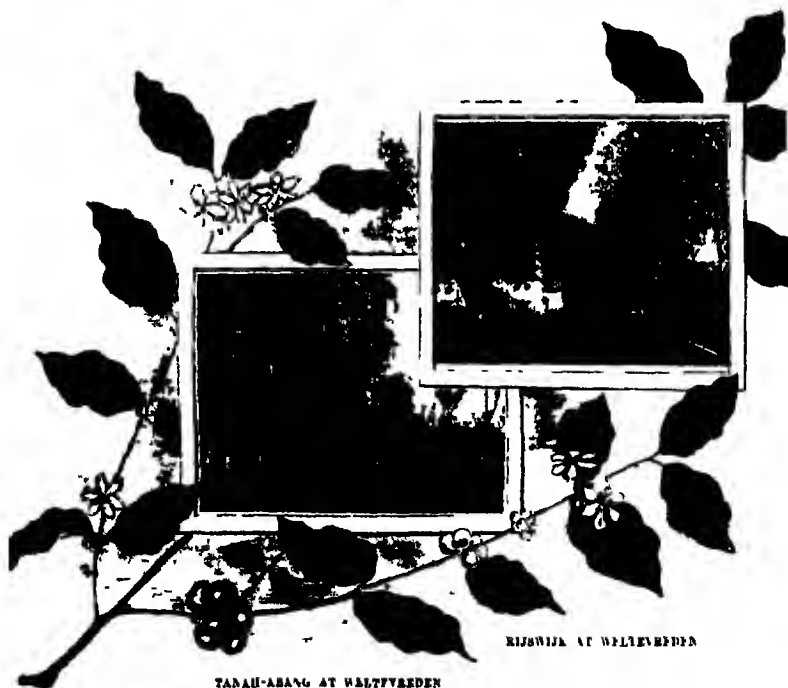
The European tokos at Rijswijk West resemble a street of shops in Europe, but at Noordwijk, European wares are exposed for sale in villas, although here also the shops are gradually acquiring a European look, being often furnished with show-windows, and the paths along the neat, busy river are overshadowed by the dark-green foliage of the tamarind trees.

Below we shall point out a few excursions, which will give the tourist an accurate idea of what the capital of the Dutch East Indies offers in the way of interest, and without doubt leave him pleasant recollections of it.

They should take place in the early morning hours when the sun's heat is not yet inconvenient, and are found under the head of

Occupations from 6 a. m. — 9 a. m.

(1) In order to form a general-idea of Weltevreden, take a drive in the early morning *via* Noordwyk, past the back of the Palace of the Governor-General, along the Waterloo Place (West) past



RIJSWIJK AT WELTEVREDEN

TANAH-ABANG AT WELTEVREDEN

the residences of the superior military officers, the beautiful Roman Catholic church, the monument erected to the memory of General MICHELIS, through the Willemslaan, along the north, west, and south side of the Koningsplein, with the Palace of the Governor-General (front), the Museums of the Batavian Society and the Natural History Society, and the Resident's Mansion. Continue your drive along Parapatan, with the English church; Kwitang, with the church of the Orthodox Calvinists; Kramat, and Salemba, with its groups of splendid trees in front of the Gymnasium Willem III.



A DEALER IN POULTRY

Then turn to the right, pass the beautiful bridge of Matraman, ride along Pegangsaan, with its villas, and Tjekini, with its Zoological Gardens which have been transformed into pleasure-grounds, over Menteng, and along Kebon Sirih, with its series of country residences, sheltered by heavy foliage, and the lovely prospect upon Djati Bahroe-bridge, and lastly along Tanah-Abang (European Cemetery) and the shops of Rijkswijk (West), back to the hotel.

(2) Go in the morning at six o'clock by steam-tram, down town as far as the terminus station, and walk to the "Kleine

Boom" through the old gate of the Batavian Castle, along by the side of the big gun (Meriam), held by natives to be sacred and to restore fertility, situated in a westerly direction under shady trees. Walk to Pasar Ikan, the sea-fish market, in the proximity of which there rises a great Mohammedan house of prayer, named Loear Batang. Pass the river over a Dutch drawbridge, walk along the Kali Besar (the east side is shady), along the counting-houses, and the dwellings of the Patricians of a former age. Make your way

to the extremely picturesque Chinese districts, that remind us of Venice, observe the swarm of 20.000 industrious, cheerful Chinese and take, at Glodok (where stands a Chinese bamboo theatre the tram again, to enjoy at home the well earned breakfast.

(3) Ride at the same early hour to the farthest station of the steam-tram, above Meester-Cornelis, walk for an hour further along the cool and magnificently shaded road to Bidara Tjina (a station on the railroad to Buntenzorg), and return by a circuitous way through the little town of Meester-Cornelis to the tram-line.

(4) Walk at six o'clock a.m. through Gang Chaulan at the corner of the Hôtel des Indes, i.e. in a westerly direction, towards Tangerang, then after half an hour's walk, turn off by the temple of the Chinese tombs

to the south, to Djati, make your way through the well-shaded cemetery, about three-quarters of an hour distant, in order to take your place in a dos-a-dos at Djati or in the marketplace (*pasar*) of Tanah-



A CHINESE FUNERAL

Abang, and to drive back to your hotel; stopping by the way at the European cemetery, that reminds one somewhat of Père la Chaise.

(5) Ride on Sunday morning in a dos-à-dos, or in a previously ordered conveyance, past the little English church to the Botanical and Zoological gardens, admission 50 cents, and there, in the cool of the morning, enjoy yourself in the shade of the beautiful trees.

(6) Take the electric tram at the club „Harmonie” and drive via Tanang Abang, Kampong Lima, along the Zoological Gardens and the cross roads of the highway near Kramat, by way of Goenoeng Sahari along the Jacatra road, to the lower town. Or, take a walk through the Berendrechtslaan to the New Church (close by which there is a large Chinese Joss-house), and via Pasar Bahroe to Goenoeng Sahari, reaching the lower town by the picturesque and umbrageous Jacatra road. Visit the City Church (Stadskerk) or

Portuguese Outer Church, built in 1695, where is the tomb of Governor-General Swaerdecroon. Return home by steamtram, or, better still, by electric tram.

(7) Go at 6 to 6.45 a.m. to the station Koningsplein, take a ticket to Depok (which village is reached in three quarters of an hour by fast train), and visit this pretty little spot, inhabited by Christian natives, to return again to Weltevreden by the next train. At the station refreshments can be obtained.

(8) Lovers of sea-bathing can go by one of the first trains in the morning to Tandjong-Priok, where conveyances can be hired (f 1.50) in order to reach the bathing-place, "Petit Trouville", situated on the sea, a quarter of an hour's drive farther to the East.

For f 1.— you can take a sea-bath in a place partitioned off, and rendered safe against crocodiles, whilst a refreshment-room affords the opportunity for satisfying appetite and thirst.

The majority of the inhabitants of Batavia, prefer, however, to take their bath in their own house, and thus spare themselves the warm journey, unless it be as a recreation for the children.

Occupations from 9 a.m. to 1 p.m.

The morning hours may be advantageously employed in visiting offices (there are post and telegraph offices in the lower town near the Town Hall, at Weltevreden, close to the theatre, and at Meester-Cornelis, which are open from 8 a.m. till 6 p.m.), in calling upon the Consuls and the Resident in the lower town; or in booking a passage at the steamboat office in the upper town.

The very important museum of the Batavian Society of Arts and Sciences in the Koningsplein (*Gambir*), open daily from 8 a.m. to 3 p.m., Wednesday and Sunday free, should also be visited. The library is open on Wednesday and Saturday from 7.30 to 9 a.m., and on Sunday from 8 a.m. to midday. The bronze elephant placed before the buildings is a present from the King of Siam.

The archæological collection in the room behind the antique screen in the front gallery, the collection of coins and medals and the library to the left, and the ethnological collection to the right deserve more than passing notice.

The remaining hours may be devoted to visiting the Museum of Mineralogy on the Molenvliet, purchasing maps at the Topographical Office (*Kantor gambar*) at Goenoeng Sahri, obtaining information at the Government offices of Public Works and Waterways on the Molenvliet, of Internal Administration and Justice at

Noordwijk, of the Marine at Goenoeng Sahari, and of War, Education, Public Worship and Industry, Finances and Accounts in the „Groote Huis" on Waterloo Place. Visits should also be paid to the great Military Hospital (*Roemah sakit*), the Meteorological Observatory at Parapatan; the shops, especially "*Eigen Hulp*" and the "*Onderlinge Hulp*" (the Co-operative and Mutual Assistance Stores—great warehouses, where everything can be obtained at moderate fixed prices, on the model of the London "Army and Navy Stores" and "Civil Service Stores"), the toko of the "East and West" Association at the back of the Harmonie Club at Rijswijk, and also the Chinese, Japanese, and British Indian tokos (shops) at Pasar Babroe and Pasar Senèn, where hard bargains must be driven.

Occupations from 5 p.m. to 7 p.m.

These are the hours at which the European public go out walking or driving, and enjoy the little coolness which the sunset, varying from 5.45 to 6.15, brings with it.

On Sunday, from 5 to 6, people of fashion meet to listen to the public music in the Waterloo-plein.

A walk or a ride may be recommended through the shopping-districts of Noordwijk and Rijswijk, across the lock bridge, past the post office and the theatre, to the Waterloo-plein, in front of the Government House, begun by DAENDELS, and finished in 1828, opposite which the bronze statue of the founder of Batavia, JAN PIETERSZOOM COEN, stands out to great advantage. Continuing our way along the officers' houses, through the Hertogsweg and the park in front of the Palace of the Commander of the Army, (the finest part of Batavia, showing tropical luxuriance at its best), we pass the Willemskerk (William's Church), and emerge on the Koningsplein. In the shade of the thick tamarind-trees, which surround



GIRL SELLING DJAMBOK

this extensive square, with the golden glow of the setting sun before us, we reach the well-lighted neighbourhood of the shops of Noordwijk, affording opportunity for seeing the *beau monde* of Batavia, in so far as it shows itself at all in public.

Occupations from 9 p. m.

In the later part of the evening time often hangs heavily upon the hands of the tourist in the Dutch Indies. At Batavia there are the restaurants at Noordwijk (that of Versteegh, recently rebuilt, is now probably the finest café in the colonies,) and frequently some sort of public entertainments, such as the opera, a circus, or a concert, but in the smaller towns and in the interior even such diversions, far from brilliant though they may often be, are wanting. In such cases the wisest plan is to devote the cool hours of the evening to correspondence, reading, preparations for next day's journey or the inevitable Diary of the voyage.



JANAR-ABANG AT WILTFVREDEN.

Clubs.

In order to fill up the leisure hours of the evening pleasantly, by reading newspapers and periodicals in the four chief European languages, and by playing at cards or billiards, one must try to get an introduction to some club, not only at Batavia, but also elsewhere.

Batavia possesses two great clubs, the "Harmonie", situated close to the hotels, and the military club "Concordia", on the Waterloo-plain.

In the one first mentioned, very good music can be heard on Sundays from 6.30 to 8.30 p.m.; and in the second, on Wednesdays from 6 to 8 p.m., and on Saturdays from 9 till 12 p.m.

Foreigners are always able to obtain admission to these clubs by applying to a member of the committee, if no friend or Consul is available to arrange an introduction.

History.

In 1616 Governor General PETER BOTH established a trading post or "factory" on the territory of the Pangeran of Jacatra, on the site of the present old town of Batavia. Both's successor JAN PIETERSZOOM COEN, in 1618, built around the factory a fort, which was harassed before long both by the English and the natives. COEN then proceeded to the Moluccas for reinforcements, the garrison under PIETER VAN DEN BROECKE meanwhile trying to hold the fort, and naming it Batavia during COEN's absence. After four months' absence COEN returned, relieved the fort, destroyed the city of Jacatra, and raised Batavia to the chief seat of the Dutch power in the East Indies.

The town was then laid out on the plan of a Dutch lowland city, with canals and streets, and was surrounded by fortifications from which egress was obtained by five gates. The river Tjiliwong supplied the water for the canals. On the site of the old fort there arose a new castle with four bulwarks commanding the roadstead. Within this castle was a large square with warehouses, arsenals, a council-house and a dwelling house. The castle was demolished in 1806 by the orders of Governor General DAENDELS, only a few warehouses and the outer, or so-called Penang gate, (built in 1671) and decorated with some hideous bronze images, remaining intact. Batavia was at the time considered a magnificent city and lauded to the skies, but it was nevertheless reputed to be so unsanitary as to earn the nick-name of „the White Man's Grave". Its unwholesomeness was greatly aggravated by the stopping-up of the natural

drainage courses by large masses of mud carried down by the Tjiliwong river after an earthquake in 1699. Notwithstanding this the present Town Hall was erected as late as 1710 to replace a smaller but handsomer earlier hall.

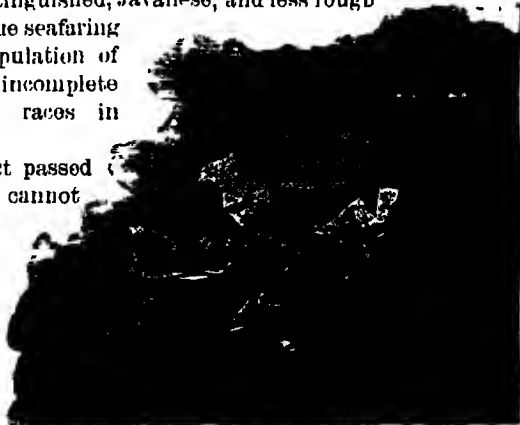
Population.

Batavia of the present day has a native population of a very cosmopolitan character. The Malays, a tribe who have settled along the coasts of most of the Indian islands, constitute the chief part of it. Soendanese, inhabitants of the hinterlands of Batavia, Bantamese from West Java, and also Javanese from the middle part of the island, settled here centuries ago, and, with Chinese, Arabs, Klingalese, Madoerese from East Java, and many immigrants from the opposite shore, fill the villages (*kampongs*) in and about the place, which now contains more than 180,000 souls.

The prosperity which this population enjoys is evinced by the healthy and strong appearance of the men and women, and by the cleanliness and relative luxury of their dress and dwellings. The continual contact with Europeans has brought in its train such virtues and vices as all civilization brings with it.

Less impudent and proud, and clinging less to old customs (*adat*) than the inhabitants of the West Coast of Sumatra, less cheerful, simple, and trustworthy than the Soendanese from the highlands of the Preanger, less strong and fanatic than the uncivilized Bantamese, less submissive in manners than the docile, and often more distinguished, Javanese, and less rough and cholerick than the seafaring Madoerese, the population of Batavia affords an incomplete picture of those races in general.

With this verdict passed upon them, they cannot serve as model for the many good qualities that the majority of the Indian tribes possess each in themselves. From the above descrip-



A MALAY FAMILY.

road that leads across the Roode Brug (red bridge), and the cemetery are all worth seeing. The pearl in the crown of Buitenzorg however, are the Botanical Gardens, which enclose the park of the Governor's palace like a great wood. They were established in 1817, by REINWARDT, and are famous as the best scientific tropical botanic gardens in the world.

The Government Botanical Gardens.

Like the Nursery Gardens at Tjikenmouh, which form part of them, and the mountain garden at Tjibodas on the slope of the Gedeh, the Buitenzorg Gardens are open free to the public. To visit the Herbarium, the Museum, and the Library (*Kantor batoe*), the botanical, zoological, agricultural, chemical, and pharmacological laboratories, the Museum of the Forestry Department, and the Photo-engraving Department, special permission is required, which must be applied for at the office between 9 and 12. The large laboratory is intended for botanists who are not connected with the gardens.

Following the red line on the map, it requires two hours to walk through the gardens; and for this the morning is best, as it frequently rains in the afternoon.

For a more detailed description than can be given in this Guide, we refer the traveller to the little work of Dr. W. BURK, "Wandelungen door den Botanischen tuyn", also translated into German.

The plants are, as a rule, classified according to their natural orders. Every species is represented by two specimens, one of which bears a label. At the corners of the different sections rods are placed, on which the names are given of the families and genera represented. Red labels show that the plant thereby indicated does not belong to the genus which occupies the section.

Entering through the old stone gate, the chief entrance at the side of the Chinese pasar (market), we come to the celebrated Canary-tree Avenue, which 75 years ago was laid out by the eminent horticulturist TEYSMANN.

To the right, behind the porter's house, begins in Section I B the largest of all the lianas represented in the gardens (*Entada monostachya*), which extends over a number of trees to Section III A. In this section is seen a monument erected to the memory of the first wife of the English Governor RAFFLES.

Against the trunks of the canary-trees all kinds of climbing plants are trained, chiefly belonging to the family of the Aroidaceæ, their branches are covered with epiphytes. Prominent amongst these is the gigantic orchid *Grammatophyllum speciosum*.

which sometimes bears 3,000 blossoms at a time, and the *Monstera deliciosa*, with perforated leaves.

Entering the carriage road to the right, the *Amherstia nobilis*, with its red bunches of blossom and large flat pods, attracts the attention not less than the *Saracca* with its yellow heads of flowers. Other pod-bearing plants also blossom here in rich abundance; the yellow flowers of the towering *Philerobolium* in the middle of I L are, however, so high up that they can only be



GOVERNMENT BOTANICAL GARDENS AT BULFONGH

discerned at a distance. At the corner of this section stand two very large specimens of the beautiful shade-tree, *Schizolobium excelsum*.

To the left of the road at the corner of the Fern group II K, a tree with a remarkably close and rounded crown immediately catches the eye; this is the *Xanthophyllum nitellum*, of the order of the Polygalaceæ, which in temperate climates is represented only by herbs or shrubs. Extremely remarkable

is the section II D, the quarter of the screw-pines or pandani, which seem apparently to be trying to escape from one another on their stilt-like aerial roots. Although most of these species are indigenous to brackish coasts or swamps, they thrive here on dry ground not less luxuriantly.



PANDANI.

Close by, in II C, we find the *Cycadaceæ*, the last poor representatives of extinct giant plants. The Orchid section in II K, L, and M will disappoint the majority of visitors so far as richness of blossom and colour is concerned. As most plants of this order take

root on other plants, or require much shade, the section is all laid out above and below rows of shade-trees, and the particular variety of tree selected for this purpose is the *Plumieria aculifolia*, the Javanese churchyard tree, with its fantastic, bluntly-ending, finger-shaped branches, leaves arranged in wreaths, and white flowers. The Fern section adjoining is dense and shady, although in Java the real tree ferns only thrive well somewhat higher up than Buitenzorg.

Highly interesting and celebrated is the collection of palms, found partly in II D, E, and F; partly on the opposite side by the *Dja'au besar* in section XII. On visiting this section it is especially the unusually lofty and slender Niboeng palms (*Onco-sperma filamentosa*) at the corner of V K which immediately attract the attention. Farther on the red pinang (*Cyrtostachys Rendah*), highly esteemed as an ornamental plant, the very thorny salaks (*Zalacca*), which form quite a wood, the straight growing Emperor palms (*Ocrodora*), indigenous to Brazil, bulging out below in the form of a pear, with which also the carriage-drive near the palace is planted; different species of *Phoenix*, among which is the date-palm (*Ph. dactylifera*), many varieties of the cocoa-nut palm (*Cocos nucifera*) the oil-palm (*Elaeis guineensis*) from the coast of Guinea; a grove of sago-palms (*Metrarium*), and finally the coco-de-mer (*Lodoicea seychellarum*) with its enormous and apparently double fruit, and its equally large fan-shaped leaves, the stems of which are as hard as iron.

To the left of the palm section we have cast a glance at the

shady and agreeably resinous-smelling section of the *Gymnospermia*, in which *Araucaria*'s, *Dammara*, and tropical pine-trees strike us by their beautiful outlines, and remind us to some extent of the flora of European fir forests.

Turning twice to the right, we walk back along the banks of the Tjiliwong, and pass into the lower garden, which now, after



BULENZORG.

the extension of the hortus on the opposite island, is entirely devoted to swamp and coast plants. Here one can study the *Rhizophorae*, or mangroves, which everywhere in the Archipelago cover the low banks of the coast, and, in the close texture of their surface-roots, hold fast the mud of the rivers, and thus promote alluviation. Their seeds germinate on so the branches,

with its sausage-shaped fruits (see also in group XI H), and the *Victoria regia*, floating on the pond by the side of which we pass in order to reach the quaintly growing *Urostigma Rumphii* in group III H.

Between the Sapindaceae in section III I and *Sapindus Rarak* in III J, the fruit of which can be used as soap, we approach the *Filicium decipiens*, indigenous to Ceylon, next to the American *Cecropia*, and the little pond with its *Nymphaea* species, overshadowed by a large *Ficus elastica*, with its network of air-roots. Ascending to the Canary Avenue, we leave to our left the family of the Meliaceae, to which belongs the mahogany tree. In the



corner of group III J, we find a *Urostigma giganteum*, which fairly often sheds all its leaves at the same time, and, in group III K, the *Erythroxylon coccifera*, the source of cocaine.

In the second division of the Canary Avenue, plants belonging to the Aroidaceae climb up the trees and in XI H stands the *Parmentiera cerifera*, with fruit like wax-candles. Along the Lotos at the end of the lake, the fan-shaped banana-tree or traveller's tree (*Bumala Madagascariensis*), the ginger-tree, cardamom, and turmeric (*curcuma*), in XIV C, the bamboos by the brook, the splendid *Livistona*-palm avenue on the other side of the bridge, the rose-garden with the monument erected to TEYSMANN, the

founder of the „Hortus Bogoriensis“, the cane species in XII C and D, and the poisonous Upas-tree, we approach the Orchid House, the conservatory with trellis (covered with *Fuchsonia* and *Passifloras*), containing *Marantas* and *Calatheas*, the *Bromeliaceae* growing on coral, and a group of *Dieffenbachias* and *Anthuriums*.

Along the Nursery grounds, which are not open to the public, we leave the garden by the Canary Avenue.

Opposite the conservatories, and extending along the western bank of the Tjibalok creek, lies the so-called forest-garden, which also deserves some attention. Here, beneath the thick roof made by the foliage of shade-trees, are found a number of denizens of the depths of the primeval forest. Particularly noteworthy, among



THE PALACE OF THE GOVERNOR-GENERAL AT BUITENZORG

others, are the singular Ant-plants (*Mycroclavate*) whose swollen, sponge like, porous, bulb shaped trunks appear to have been made on purpose as a refuge for the countless ants with which they swarm, although investigation has shown that the insects are only taking advantage of an accidental opportunity.

The Agricultural garden—important to those who feel interested in tropical plants—is situated in the Tjikenmenh quarter of Buitenzorg, about half an hour's walk from the Hotel, but it may be reached in shorter time in a conveyance for half a florin there and back.

Several excursions may make the stay at Buitenzorg agreeable and lend variety to it.

Kota-Batoe can be reached in a cart in half an hour's time for

f 250. Here is an excellent bathing establishment (39° Fahr.), and several pieces of antique stone figures.

To *Baloe Tobiq* (= inscribed stone), easily accessible by rail, on foot, per carriage from the Hotel, or by small car. From here we can enjoy a beautiful view over the valley of the Tjidani and examine a stone bearing hieroglyphics of the Hindoo period.



From Buitenzorg to Soekaboemi.

The railway between these two places runs with many curves in a southern direction, across the Saddle between the Salak (3300 feet) in the west, and the Gedeh in the east, winding eastwards

near Tjibadak. Against the slopes of these two mountains lie several coffee- and tea-plantations, among them Parakan Sulak and Sinagar. The rows of planted tea-shrubs give to the landscape a pleasant variety, and its orderliness is in striking contrast with the wild forest-vegetation that stretches across the sharp projections and ridges of the mighty volcanoes.

Between the stations of Tjibadak and Soekaboemi, we have towards the south a view of a series of steep, regular hills, behind which projects the Southern mountain range. These hills show very



ROYAL PACKET COMPANY'S CONVALESCENT ESTABLISHMENT AT SOEKABOEMI.

clearly the contrast in shape between volcanoes and other mountains. On the slopes numerous patches of white rock show up against the scanty vegetation.

Soekaboemi.

meaning "the world's pleasure" lies about 2100 feet above the level of the sea, has an average temperature of 75° Fahrenheit, a lovely climate, some good and well-patronised hotels, and a beautiful club. The Hotel of Mme PLOEM, the Victoria Hotel of Mr. LENNE, (pavilion system) and the Convalescent Establishment Sela Batoe (2800 feet) with a magnificent prospect, are among the best.

At the station, conveyances can always be had, the *dos-à-dos* for 25—50 cents per drive.

Besides walks in or about the place itself, which is being extended more and more, as many retired Civil Servants and officers come to live here, several little excursions can be made from this point.



Wijnkoopersbaai.

The beautiful "*Wynkoopers-bay*", about 33 miles distant, can be reached by car for about 10 florins, or for the last 12 miles, on horseback (the horse must be ordered beforehand and should be at the mounting-place at a pre-arranged time) along a pretty good road, and past the mission station Pengharapan (the Hope).

Wynkoopers bay is one of those few attainable points on the southern shore of Java, so abundant in grand scenery, where the waves, piled up by the high surf, appear to throw a liquid lace-work upon the dark rocks.

In the kampong *Pelaboean Ratoe* (i. e. Royal anchorage) situated on the bay, we can get fairly good board and lodging for f 2.50 per day in the *pasanggrahan* (rest-house).

About one mile to the south-east of the kampong, on the seashore, is a spacious grotto, from which we can enjoy the most glorious sunsets, and see the native fishermen busy at their trade.

The bay of *Tjiletok* (sand bay) can be reached by sea; its alluvial soil, covered with woods and rice-fields, is surrounded by

an arc-shaped mountain wall (the *Linggoeng*) from which seven great waterfalls rush down. We may also steer in a westerly direction to Tjisolok, where grottoes are to be found that are well worth seeing.

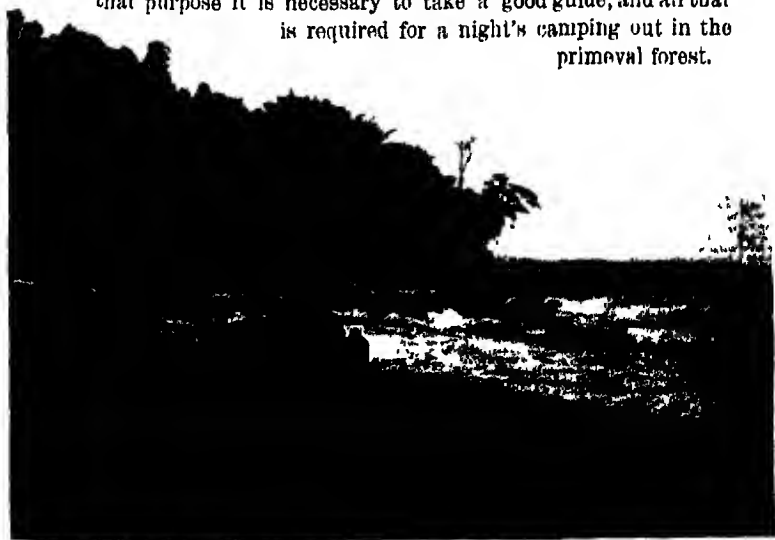
From Batavia we can reach Wynkoopers-bay by sea with one of the steamers of the Royal Packet Company, which maintains a service to this bay every other month.

From Soekaboemi we can also go by car to *Njalindoeng* (i. e. "hidden in clouds") 14 miles distant, 3300 feet high. The precipitously sloping road affords a beautiful prospect of the broad mass of the Gedeh, with the plain of Soekaboemi in front.

Not far from the *pasanggrahan* lies the lovely lake *Telaga Warna* (about 12 acres), close to which are tea- and coffee plantations.

A nice little excursion can also be made to *Sela Bintana*, situated on the Gedeh, (per car, for £2.50 to £3.-), and thence on foot to the small plateau (4970 feet above sea level) an hour's walk farther on. Descend along a narrow, far from easy path on the left, to a cleft 500 feet deep, on the opposite side of which a mountain stream rushes down from a height of 400 feet, forming a splendid waterfall.

From the same direction it is possible to ascend the Gedeh, and, proceeding from its crater farther north, to descend to Sindanglaja. For that purpose it is necessary to take a good guide, and all that is required for a night's camping out in the primeval forest.



WYNKOOPERS-BAY.

From Soekaboemi to Tjiandjoer and Sindanglaja.

Tjiandjoer, situated in a large basin, 1882 feet above the sea, and consequently very warm, can be reached by rail, or by car for f 5.—, along the main road, and has a hotel. Both ways are very pleasant. Having passed through the tunnel bored through the mountain ridge separating the plateaus of Soekaboemi and Tjiandjoer, we steam through a small ravine, which abounds with picturesque spots.

If we follow the main road we first get from the watershed near Gekbrong a view of the fertile valley of Soekaboemi, with the mountains and ridges that surround it, and afterwards we notice in the direction of Tjiandjoer an extensive plain covered with luxuriant rice fields, surrounded in the north by the Gedeh, Megamendoeng, etc., and in the south by the Djampang mountains. In early morning the plain is frequently hidden by a mass of pink clouds. Tjiandjoer itself offers nothing interesting, but from here we reach, by car (f 4.— to f 5.—), or by carriage (f 11.—) along a beautiful mountain road, the convalescent establishment *Sindanglaja* (3183 feet above sea-level), belonging to and managed by Mr. LEROUX,* (pension f 6.— per day). A billiard-room, recreation-room, skittle-alley, croquet lawn, etc., tend in a great measure to make a stay here pleasant.

In this healthy, cool, and humid mountain climate, delightful walking excursions can be made. For instance, to the *Poentjak*, the highest point of the main road from Tjiandjoer to Buitenzorg, (4950 feet) from where a pretty view of a part of the Preanger is obtained, whilst the small lake *Telaga Warua*, nestling among heavy trees a few minutes farther on, affords a lovely resting point.

Nor should we omit to visit Tjipanas, the country residence of the Governor-General, situated at a distance of about 20 minutes in a lovely park, where a profusion of flowers is found beneath a variety of trees: cypresses, Australian araucarias and other coniferae and tree ferns, as well as weeping willows, chestnuts and oaks introduced from Europe. A branch road leads to the hill garden of Tjibodas, a section of the Botanical Gardens, situated at an altitude of over 4500 feet on the slope of the Gedeh. This garden also is laid out like a park, and contains ornamental and

* While these pages are in the press we hear of the death of Mr. LEROUX and the closing of *Sindanglaja*. Let us hope that the establishment will not be closed permanently.

useful plants from all latitudes: Australian eucalypts and acacias, American agaves, camellias from Japan. Adjoining the park are extensive nurseries and experimental grounds. Immediately behind the laboratory, (where travellers pursuing scientific investigations may be accommodated with rooms), lies the virgin forest. Here, tree-felling and burning are prohibited, and the botanist is afforded an opportunity of observing nature and gathering its treasures without being disturbed.

A steady walker will be able to accomplish this tour between 6 and 10 o'cl. in the morning, but it is easier to make the journey, which lies through a deep ravine, on horseback or in a palanquin. Besides this road (over Tjipanas) there is a shorter, but less easy road over Rarahan, while between these two roads runs a narrow foot-path.

A visit should also be made to the *Kasoer* (8640 feet), with its splendid view of the Koedjong range to the north, the Krawang



BRIDE OF THE FRANGEE.

mountains, the Parang, and the Java sea to the north east, the Boerangrang in the east, and the desolate and steep ridges of the Megamen-doeng, and the Goger-Bintanglo to the north west. Towards the south-west, we get a view of the Gedeh, in whose crater we can distinguish the trachyte layers, and from which at intervals, sometimes to the accompaniment of a low, grumbling noise, a white column of smoke ascends.

Also of the Pangerango (9800 feet) whose summit at sunrise strikingly resembles the glowing tops of the Alps.

The pasar (market) at *Patjet*, 2½ miles distant from Sindanglaja, affords a pretty sight on a Saturday morning. The multi-coloured attire of the Moendanese women cannot be compared with that of the native ladies in the Padang highlands, but they have red cheeks and smiling faces; for the life of the natives in this part of Java is certainly happier than that of many a small farmer in Europe.

For longer excursions we can always get what we want at the Sanatorium at reasonable prices.

Ascent of the Gedeh and the Pangerango

Instead of returning to Sindanglaja the walk may be continued up the mountain towards *Tjibeureum* by the road that branches off below *Tjibodas*. Along a mountain path, here and there densely overgrown and badly kept, through a primeval wood, we reach the Bat grotto, and approach the waterfalls of the *Tjibeureum* (450 feet high), flanked by those of the *Tjikoendoel* and *Tjibodas*, over slippery bridges and a rocky ground. The majesty of this scene is overwhelming. From this point we must return to the open place, where the road divides, and choose the left path to ascend the *Gedeh*. Still climbing, we reach in two and a half hours *Kandang-Badak*. *Badak* means rhinoceros, but those denizens of the wood have mostly if not entirely, disappeared from this mountain. Continuing to climb, taking the path to the right, we reach in another hour and a half, along steep slopes and narrow paths, the summit of the Pangerango. For the active crater of the *Gedeh*, the left path has to be taken.

How, and at what time to undertake this mountain ascent, and what had to be taken in the shape of food and clothing, was usually ascertained from Mr. LEROUX, who has rendered great practical assistance to many tourists.

Tourists often start in the afternoon from Sindanglaja, ascend during the night through the wood by torchlight, and take advantage of the sunrise and the absence of clouds around the summit, to admire the lovely panorama of the interior and the mountain chains of West Java. In that case it is possible to be back in the hotel in the afternoon. Or the traveller can visit *Tjibodas* and *Tjibeureum* on the first day, pass the night at *Kandang-Badak*, in a new galvanised iron hut, (the key of which may be had from the Manager of the *Tjibodas* experimental garden,) for which a charge

of one florin per day for each person is made, and the next morning before sunrise, departing at four a.m. with torches, ascend the Pangerango, and again descend to Kandang-Badak, to pass another night there in order to ascend the Gedeh on the third day early in the morning, and to return to Sindanglaja the same day.

The Pangerango (Mandalawangi).

The mountain-mass known as the Gedeh is one of the most remarkable of Java, as the two craters by which it is pierced are of extraordinarily large circumference. That of the Pangerango in the north west is the larger; it has the form of a mountain cleft, which lies open to the south-west, and its limits are determined by two semicircular crater walls—the Selâ to the south and the Pangerango to the north—which on the outside follow the slope of the mountain, but on the inside rise almost perpendicularly.

In the south-west these walls approach each other and form a narrow gap 780 feet deep, through which the brook Koeripan, which has its source upon the highest summit, discharges in the midst of a dense wood. Inside those walls, in the east corner, a new regular cone named the Mandalawangi, has risen, the upper pinnacle of which, now slightly hollowed out, is truncated. It rises 1160 feet above the previously-mentioned crater walls, and forms the highest top of the whole mountain system.

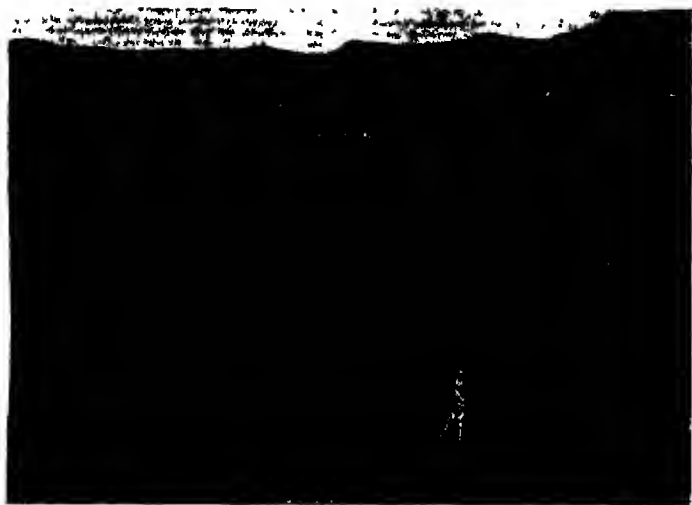
The Gedeh.

The Gedeh crater, on the contrary, is a truncated cone, pierced in the centre, of which the north wall is wanting, and which, open to the north, forms a very sharp horse-shoe shaped wall, enclosing an uneven crater bottom over 800 yards in width.

The outer side of this wall slopes at an angle of 40°; the extremely steep inner side is built up of trachyte-masses arranged in a series of columns, which, formed by successive eruptions, are superposed on each other, forming layers of gradually diminishing depth.

The north-west part of this wall is connected with the Mandalawangi by the Pasir Halang ridge.

This half crater-wall itself has been accumulated to a height of 780 feet inside a former, older, and much larger crater, called *Sedaratoe*, the bottom (*aloeu-aloeu*) of which is covered with pumice-stone, and encompassed on the south and east sides by a semicircular wall, 525 feet high, called the *Goenoeng Goemoeroe*. From this



THE GEDEH CRATER.

old crater wall also the whole of the north and west parts are missing. The whole, therefore, is a crater within a larger crater, the still active crater-opening, which has already surrounded itself with a high wall again, being situated within the smaller of the two. The whole of this complicated ground-plan of the Gedeh can be seen at a glance from the top of the Pangerango.

From Sindanglaja to Bandoeng.

Starting at 5 a.m., it is easy to catch the morning train to Bandoeng, but if this hour be thought too early, we must start about ten o'clock. In that case lunch can be taken at Tjiandjoer station before the journey is continued in the afternoon.

Past Tjiandjoer the plain is covered, particularly on the Southern side of the line, with innumerable hillocks, mostly from 60 to 100 feet high. — most probably eruption-points of a stream of lava thrown up by the Gedeh. Most of these hillocks are round, others oblong: the majority contain houses built of bamboo or other material, and on a good many there are cemeteries.

Upon the viaduct across the Tjisokan river, between the stopping-places Seladjambé and Tjirandjong, we have to the right a view of a beautiful waterfall, and from the viaduct across the Tjitaroen an interesting glance into the deep ravine of the river is obtained

After crossing the Goenoeng Mesigit by its steepest gradients (the principal trains do this without using the rack-rail) we descend to the plateau of Bandung, situated 2350 feet above sea level. The plateau is fenced in on the North by a mountain chain from which several tops stand out prominently, among them the Boerangrang, the Tangkoeban Prahoe and the Boekit Toenggoel, the latter having the highest altitude (7200 feet) and being distinguished by its several tall and slender promontories, such as the Poeloesari and the Manglajang. In the North-East there rises a separate group, the Simpaj and the Kareumbi (5800 ft.). In the South the limits of the plateau are marked by four groups; in the South-East is the undulating chain to which belong the Kaledong, the Bodjong, the Mandalawangi and the Rakotak. This chain is separated by the ravine of the Tji Taroem from the five-topped, mighty Malabar mountains (7650 feet). Another ravine between the Malabar and the still further West-lying Tiloe (6600 ft.) carries off the water of the Pengalengan plateau (4900 ft.) in a northerly direction. Another ravine, and then comes the largest and westernmost group, culminating in the Patoeha, the highest summit of the Bandung mountains (7765 ft.) to the South.

All these mountains are of volcanic origin.

Bandong.

Omnibuses from HOMANN'S, THIEM'S, and the WILHELMINA hotels are in waiting at the station, quite close to which there is also the smaller and cheaper hotel PHOENIX. In the early morning hours a thick mist often hangs over the town and the plain, but during the rest of the day we may fully enjoy the cool, moist climate.

A walk through the rather extensive township with its aloen-aloen (place) in front of the house of the Regent, where the great Mesigit is situated, the roomy Government building, the park, the training school for native teachers, the pasar, and the racecourse, whence there is a good prospect of the southern mountain-chains, is strongly to be recommended.

If we happen to visit Bandung in July, we should go to the annual races, where the well-behaved gaiety of the merrymaking crowds of neatly-attired natives will arrest our attention.

The bathing-place *Tjiampelas*, situated about two miles behind the Government building, can be reached by car in twenty minutes for half a florin. For two pence (10 cents) we can here get an excellent shower bath of clear, fresh mountain water.

For *f* 2½ to *f* 3.— we drive from here in half an hour to the

small waterfall *Tjoeroek-Dugo* (40 feet high, a delightful spot for a picnic.

From Sindanglaja (5½ miles distance from Bandung), by car or carriage, along the main road to Soemedang, we reach, on foot or horseback, *Artjamanik*, which lies six miles further, 3900 feet above sea-level, with a splendid panorama of the mountain-chains that enclose the plain of Bandung.

A fine waterfall is that of *Penganten*, (rail or car to Tjimahi, then 7 miles by bullock cart) but it cannot compare with that of *Selabintana*, which is visited from Soekaboemi, and tourists who have seen the latter may neglect the *Penganten* fall, the expense of the trip being also fairly considerable. A far more beautiful fall is that of *Tjoeroek Halimoen* where the waters of the *Tjitaroem*, dissolving in spray, fall through a narrow gorge from the Bandung plateau. Unfortunately this fall is still very difficult of access, and can only be approached with the assistance and under the direction of European and native officials of Bandung and Radjamandala.

Another excursion, somewhat outside the beaten track, but



TJOEROEK DAGO NEAR BANDONG

which may be carried out with a little assistance on the part of officials, is that to the crater of the Patoeha, about 7900 feet above sea level: the route lies by car to Tjisondari and thence 10 miles on horseback up the steep mountain-side. Crossing a magnificent rasamala forest, especially distinguished by the profusion of lichen covering the trunks and branches, the very active solfatara of Kawah Tji Widej is reached. This is situated quite close to the dwelling-house of the inspector of a Government cinchona plantation. After a three hours' ride through cinchona gardens and forest, the Southern slope of the Patoeha is gained. About 600 feet below the summit lies a greenish white aluminous pool. Kawah Poetih, some 250 yards across, at the foot of glittering lava walls, translucent with sublimed sulphur. From this point the summit can be reached, both the ascent is a little difficult. The crater is enclosed by very steep walls, from 300 to 450 feet high. It is funnel-shaped and about 300 yards in diameter. A steep path through the splendid dense virgin forest leads down from Kawah Poetih pool to Tji-ole-ole, whence Tjisondan can be reached. A couple of miles to the West is the lake Telaga Patengan, about 5118 feet above sealevel, and surrounded by cinchona plantations.

From the summit of the Patoeha, easy of ascent from the small lake across the western crater-wall, there is a magnificent panorama of the entire mountain-system of the Preanger and of the Indian Ocean beyond.

The solfataras of the Wajang are also highly remarkable. They are reached via Tjisondari and the plateau of Pengalengan. Magnificent panoramic views may be enjoyed while journeying along this high land, especially from the milestones marked 20 and 21, where pavilions have been erected by the Society "*Het nut van Bandung*". Leaving Bandung about two o'clock, the pamanggrahan of Pengalengan is reached before nightfall, and if the excursion to the crater is begun early the next morning, Bandung may be reached again at night.

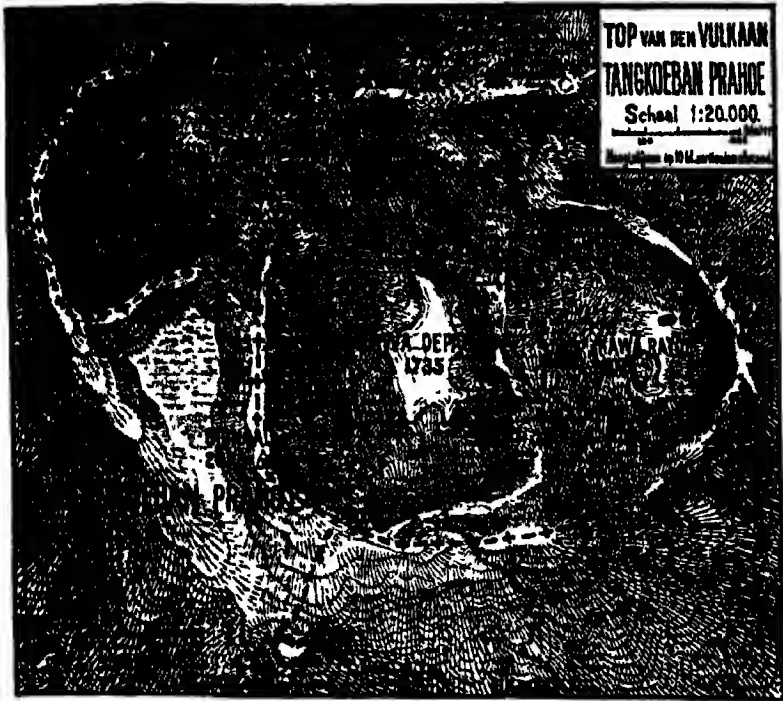
The crater, 170 yards wide and about 750 feet deep, lies at a distance of six miles from Pengalengan and is entirely covered with a milk-white efflorescence caused by the sulphurous vapours that rise through hundreds of crevices or seething water pools. A geyser, that works for two or three minutes, with one minute's interval, and shoots up hot, muddy, brackish water, sometimes as high as 10 feet, a large fumarola of boiling hot steam, that escapes with great noise, and a milky coloured, boiling hot river of sulphurous water, make this trip a very interesting one.

The most interesting excursion from Bandung is however the

SUMMIT of the VOLCANO
GEDEH.
(Scale 1:20000.)



one to the crater of the Tangkoeban-Prahoë, 6500 feet. For that purpose we start in the evening, or very early in the morning, by car for Lembang, about 15 miles distant, where we can pass the night in a *pasanggrahan*, where saddlehorses may be had for hire at the fixed price of 5 florins each, chairs for 1 florin and coolies for $\frac{1}{2}$ florin. Also guides. In the immediate neighbourhood of the *pasanggrahan*, among the cinchona-plantations, is a white obelisk, marking the resting place of the famous naturalist, Jung-



SUMMIT OF THE VOLCANO TANGKOEBAH PRAHOE. SCALE 1 : 20 000

luhn. First the road leads through cinchona gardens, next, by a fairly good but steep path, through natural woods abounding in beautiful tree-ferns, and finally through dead brush wood, when suddenly we come upon the verge of the oval crater — some 1600 yards long by 1200 yards wide.

Right across Krawang we discern the Soenda sea; and before our very feet gape the two gigantic furnaces, more than 600 feet

deep, and separated from each other by a dividing wall: the one most to the east is the larger and the more active. It is called the Kawa Ratoe (Royal Crater).

The grooves which the rain has formed here, along the inner wall of this opening, radiate towards the bottom of the crater, where a few pools are always seething and boiling through the escape of steam and gases. Sometimes the pools grow to the size of lakes, sometimes they disappear altogether. At the east side of the crater bottom, solfataras are found with the loveliest sulphur flowers. The west furnace, Kawa Oepas (poisonous crater) always has a small lake at its muddy bottom, which lies at an altitude of 5600 feet, about 150 feet above that of the Kawah Katoe. The ascending vapour is not so intense here. The descent into the crater is first by way of the dividing wall, whence the bottom may be reached (though not without danger) by the aid of natives. The last great eruption of the Tangkoeban Prahoe took place in May 1846.

Since recently Bandung can also be reached by the new railway line Krawang—Pandalarang, but however interesting this journey may be, especially towards the end (with the large bridge across the deep gorge of the Tji Somung), the routes by Soekaboemi or across the Poentjak will always be preferred on account of their greater natural charms.

From Bandung to Tjitjalengka and Garoet.

From Bandung, in little more than an hour, we reach picturesque Tjitjalengka, from where the main road to *Soemedang* leads through the extensive swamps of *Rantja Ekak*, unsurpassed for snipe-shooting. At the shooting matches held here once a year the best marksmen make a bag of at least 150 snipe in a few hours. Soemedang lies in a beautiful valley.

The rocky gate *Tjadas Pangeran* (the royal stone) with its two waterfalls, in the neighbourhood of the highest point of the road, and the grand mountain view that can be enjoyed here, make a journey to Soemedang, where a plain hotel is to be found, well worth while. The railway journey from Tjitjalengka to Garoet is highly interesting. To Nagrek the road rises 578 feet, thence to descend again 812 feet to Rantja Batoe, from where the main line runs through to Tjilatjap.

Near the viaduct (585 feet long) across the Tjisaat, 120 feet below, the top of the Kaleidong mountain appears.

Past the wonderfully lovely plain of Lélès, we reach the most interesting point of the trip through the Preanger-Straight before

us lies the black mountain Goentoer (7400 feet); on the left of us the sugarloaf Haroemen, which is entirely cultivated; and, still further to the left, the Sedan Kling the "Dead Kling" mountain which is connected by a mountain ridge with the more southerly Telaga-bodas mountains, the Galoenggoeng, the Kratjak, and the noble Tjikorai. Facing the Tjikorai, on the opposite western side of the upper valley of the Tji Manoeck, is the Papandajan, which is again connected by a ridge with the precipitous Tiloe, and finds its junction with the Rakoetak across the Kawa Manoeck.

Past the stopping-place Tjinanoeck we cross a bridge, 90 yards long across, the river of that name foaming below; and past the station Rantja-Batoe we also see the Goentoer in the west, the active volcano Papandajan (5700 feet) with its white crater walls in the south west, the Galoenggoeng (7200 feet) in the east, and the beautiful cone of the Tjikorai (8200 feet) in the south-east.

Garoet.

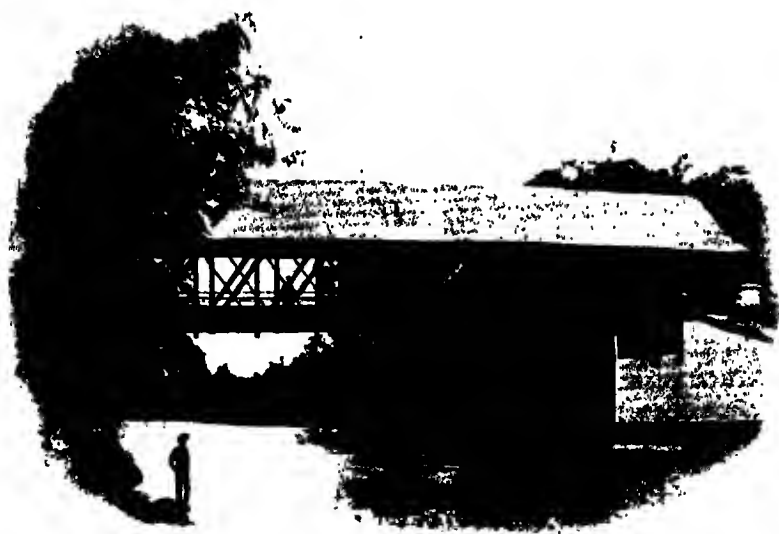
In the midst of these mountains, so different in colour and shape, lies the clean and pretty little town of Garoet. It possesses an excellent hotel on the pavilion system, belonging to Mr. Van Horck, whilst lodgings can also be obtained at MME RUYER'S (excellent bath rooms with warm and cold shower-baths). The local Club is open to strangers. Pretty though the little town is in itself, its greatest attraction is to be found in the lovely, easy little excursions which can be taken from here and for which the extremely healthy and cool mountain climate gives a stimulus.

By carriage or car, to be ordered at the hotel 6 or 4 florins respectively) we reach the picturesque little lake *Sitar Bagendit* in 45 minutes. There we find a covered raft, which takes us across to the hill, crowned with an open enpola, situated on the west bank. The charge for the crossing is 50 cents per



SQUARE AT GAROET, WITH MOUNT.

head, or more in case of a prolonged stay on the hill. From here we discern in the west the Goentoer, on the right of it, the Haroemen and the low Tangkoeban Prahoë, in the east the Seda Kling and the Galoenggoeng, and in the south the Kratjak, behind which projects the Tjikorai, next to which the smoking Papandajan is visible. Siteo Bagendit can also be reached via Trogong and Lölès, along the foot, and over a ridge, of the Goentoer, affording a fine panorama of the Plain of Lölès. The lakelet of Tjangkoewang, with sacred graves on its islets may also be visited, but if the traveller wishes to be back at Garoet for lunch, he will have to be satisfied



BRIDGE NEAR GAROET.

with the fine distant view of the lake. An excursion can also be made to Tipanas and the Goentoer (Carriage 2½ florins, car 2 fl.). In order to get there take at Trogong (2½ miles from Garoet) the road to the left, just past the house of the *Contrôleur*. It meanders between the fish ponds, placed terrace-wise, which are fed by the hot springs. There are 5 of those springs, each of different temperature (104—108° F.) where for fourpence we can make use of one of the six stone bathing tubs in simple bamboo rooms. The springs are recommended for various ailments. The view across the ponds (fish live and seem to thrive in the hot water) is

they are known as Kawah Manoeak (the birds' crater) because numbers of birds, overcome by the sulphurous vapours, perish in the mud pools. The largest pool, about 30 feet in diameter, generates a particularly dense vapour. The spot is not only remarkable on account of the variety of subterranean noises, but also because of the magnificent coloration of the mud and the rocks, steelblue, gold, brick red and pearl-grey predominating.

It need hardly be mentioned that in a place where the higher mountain ranges and the virgin forest covering them are as readily accessible as they are around Garoet, the gathering of orchids and other forest plants need not be very troublesome.

An excursion can be made on foot to the sacred tombs at Gedog, on the slope of the Goenoeng Kratjak (about 5 hours there and back). On the way magnificent views are obtained of the Garoet-plain. It is desirable, in order to obtain admission into the tombs, to carry a letter from one of the government officials at Garoet or from the head-man of the village of Gedog.

The Lake of Pandjaloë.

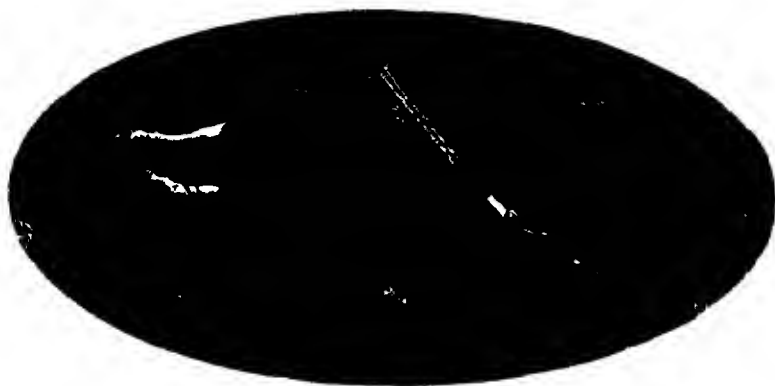
This lake, which is surrounded by beautiful mountains, is most picturesquely situated at an altitude of 2750 feet, and can be reached by car in 2½ hours for 6 florins there and back, from Tjiawi (1000 feet) a station of the Dutch-Indian State Railways. The road from Tjiawi to the lake affords a lovely panorama of the encircling mountains. Close by the lake is a *pasanggrahan* where visitors can stay overnight. Permission must be obtained from the Assistant Resident at Tjiamms. In the lake is a large island with the tombs of a native chief and of a Dutch official who was fatally injured many years ago, while riding through the district. Boats for two persons can be hired at the charge of 1 florin. The trip to the lake and back can be made from Garoet in 24 hours.

Hunting.

From Soekaboemi, Thandoer, Bandoeng, and Garoet, excursions can be undertaken to the thinly populated, wild country of the Southern Preanger, where the tiger, rhinoceros (*baduk*), panther, wild buffalo (*banteng*), deer, wild boar, etc. may be hunted. For this, however, preparations must be made, which cannot be particularised in such a book as this.

With the assistance of the Government officials, and the numerous sportsmen amongst the European residents, there is however, no great difficulty, with regard to this.

As far back as 1877 the Prince of Lichtenstein went with only one European hunter and a few coolies from Soekaboemi, to the *alang alang* fields situated on the southern seashore, remained there twenty days, and shot, among other animals, a rhinoceros. The Archduke of Austria-Este, too, in 1892 went with a large company of hunters from Tjiandjoer to the south, where the great herds of half-wild buffalo graze. The landed proprietors of these parts often arrange interesting hunting parties for big game. Of



THE BANTENG OR WILD BUFFALO.

the native population one need have no fear, the Soendaneese being willing and ready to help. It has never been necessary to place a garrison in the Preanger, or to use military force, except on one occasion, when precautions had to be taken against the spread of the cattle plague.

It is true that the numerous plantations in these parts attract many strange and not always trustworthy coolies, yet this beautiful mountain-district is one of the most peaceful parts of Java, and is as safe as, if not safer than, any country of Europe.

From Garoet to Mid-Java.

In 1895 the central railway line was opened connecting Rantja Batoe, *via* Tasik-Malaja, Tjians, Bandjar, and Maos (with a branch line to Tjilatjap) with the railways of Mid and East Java.

The first part of this line, the fruitful plain of *Tasik-Malaja*, is one of the most beautiful sections of the Preanger lines. This plain was destroyed in 1822 by an eruption of the Geloenggoeng, and a great part of it is covered with hillocks dating from this and previous eruptions. Many are only small, but quite a num-

ber are from 250 to 300 feet high, higher than those near the Gedeh at Tjandoer. The latest eruption, that of 1894, again ruined a number of rice fields by covering them with debris and sand, but, on the whole, the fertility of the plain was increased.

From Tasikmalaja an excursion may be made to the crater of the Galoenggoeng, which has a diameter of nearly a mile and a half. Except in the South-East by East, where it is open, the crater is surrounded by steep walls, from 1500 to 3000 feet high. The eruption of 1894 changed the floor of the crater, which was formerly undulating, into a level plain by covering it with sand, and it now resembles exactly the well known Sandy Sea of Tengger, though it is on a much smaller scale. On the inner slopes, and on that part of the outer slope adjoining the crater, which were formerly covered with dense forest, not a tree was left. At the N.W. end of the crater floor, but high above it, there is a small, circular, crater pit, about 600 feet deep. Within this, at an altitude of nearly 8000 feet, is the lakelet of Siloe (Growthong, from which the Tji Bandjaran, the creek of the large crater, tumbles down from a height of 1500 feet: the highest water fall in Java. A little to the North rises the highest summit of the Galoenggoeng, the cone shaped Bonsi Tjanar (7800 feet).

Eastwards of Tasikmalaja is the large and prosperous village of Singapermana, well known on account of its flourishing basketwork industry. A great variety of the products of this industry are to be found in the pasar of Tasikmalaja, together with the little mats and cigar cases manufactured at Radjapolah, situated a little further north near the railway line.

Twice the line crosses the Tji-Tandoel by a fine railway bridge.

At Bandar we leave the hill country. With every stroke of piston the heat on board the train grows, while the view from the carriage window diminishes alike in beauty and in interest.

The valley of the Tji-Tandoel and the marshes to the west of Tjilatjap, formerly inaccessible, can now be traversed by rail.

At Maos, beyond the unhealthy region in and around Tjilatjap, a spacious Government hotel affords opportunity for passing the night. From there the journey to Djogjakarta can be continued the next morning.

It is a well-founded source of complaint that, although the train arrives at half past six, and the only persons staying at the hotel are the tired-out travellers by train, supper is not served until half past eight.

With the assistance of the officials, an interesting excursion may be made from Tjilatjap to the inland-lake of Segara Anakan

and its lake-dwellings. On the way there is an opportunity of admiring the mangroves at close quarters and of visiting the stalactite grottoes on the island of Noesa Kambangan.

From Batavia to Semarang.

Travelling from Batavia to Semarang, the principal seaport of Mid-Java, it is best to make use of the direct steamers of the Packet Company, which in twenty-four hours accomplish the passage over the generally very calm sea. The steamers which call at the coasting-places *Cheribon*, at the foot of the isolated volcano *Tjerimai*, 9950 feet), *Tegal* (behind which rises the smoking *Slamut*, 1114 feet), and *Pekalongan* (with the *Prahoe* mountain, 8150 feet) take a day longer.

The boats start at 9 a.m. from Tandjong-Priok. As they are generally very crowded, it is advisable to book a place some time in advance, and to go on board in good time.

In the west monsoon the volcanoes of the Preanger district are often visible from the harbour. From west to east they are called the *Salak*, the *Pangerango-Gedeh*, and the *Tangkoeban Prahoe*. Between the latter, a fantastically-formed chalk range is seen, called the *Krawang* mountains. In the west rise the volcanoes of *Bantam*, *Kurang* and *Poelosari*.

Past the point of *Indranajoe*, the boat keeps too far off the shore for anything of the land to be distinguished. Towards noon the low lying „*Boompjes*” islands are seen, on the nearest of which stands a lighthouse.

Next morning we reach the roads of Semarang, which, on a beautiful, clear day, afford a magnificent view. The green bay is surrounded by a circle of purple mountains. These are, from west to east, the long ridge of the *Prahoe* (*Dieng* Mountain), the twin cones *Sindoro* and *Soembing*, the *Ongaran*, which is more to the front, and the *Merbahe*, that appears behind it to the left. Right in the north-east we discern the isolated *Moeriah*, carved up into several summits. From the beach the land rises in hillocks and terraces, upon one of which the white water tower of the upper town of *Tjandi* is visible to the naked eye.

Of Semarang itself we perceive the lighthouse, the town hall (a gigantic square building), and next to it the „*Outlook*”, a church with cupola, and a few spires.

The whole gives one the impression of a large seaport town, which impression diminishes to a great extent when we visit the place.

SEMARANG.

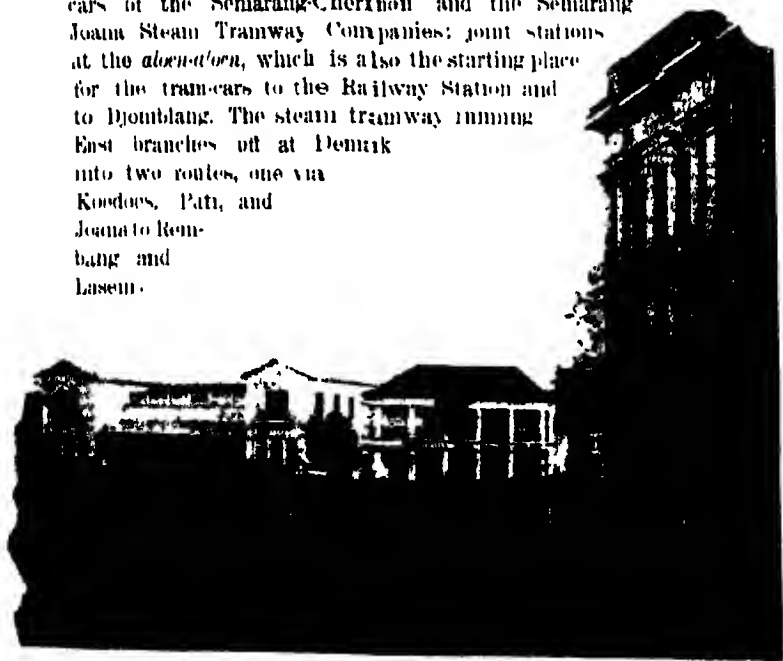
ARRIVAL: Landing is effected by means of a small steamer at $\text{f } 2\text{--}$ per head; or by proas (*lambangans*), either sail or oars, which may be hired for $\text{f } 1\text{--}$ per passenger.

During the west monsoon season, the landing is often dangerous, if not impossible, in which case blue flag flies from the outlook. HOTEL OMNIBUSES are waiting at the landing-place.

CARRIAGES for two persons are, by no means so plentiful as in Batavia; tariff the same. Other conveyances are not to be had in the streets, but carriages may be hired from the hotels at the same prices as in Batavia.

POST AND TELEGRAPH OFFICE adjoining the Town Hall.

MEANS OF COMMUNICATION. The Netherlands Indian Railway Company's lines run to Soerakarta and Djogjakarta, with a branch line to Ambarawa, station on the shore. See map. Steam tram-cars of the Semarang-Cheribon and the Semarang Joani Steam Tramway Companies; joint stations at the *abon-abon*, which is also the starting place for the tram-cars to the Railway Station and to Djomblang. The steam tramway running East branches off at Demuk into two routes, one via Koodoes, Pati, and Jeonito Rembang and Lasem.



THE TOWN BRIDGE AND THE CLUB AT SEMARANG.

the other to Poerwodadi. From the last named place another branch runs East to Blora and another South to Goendih, where it joins on to the railway-line
HOTELS: du Pavillon; Bodjong-road.

Jansen (formerly "Heerenlogement") in the centre of the lower town.

Hotel-pension; Bodjong-road.

Hotel Tjandi; Tjandi. Hotel Pawang. Hotel Centrum.

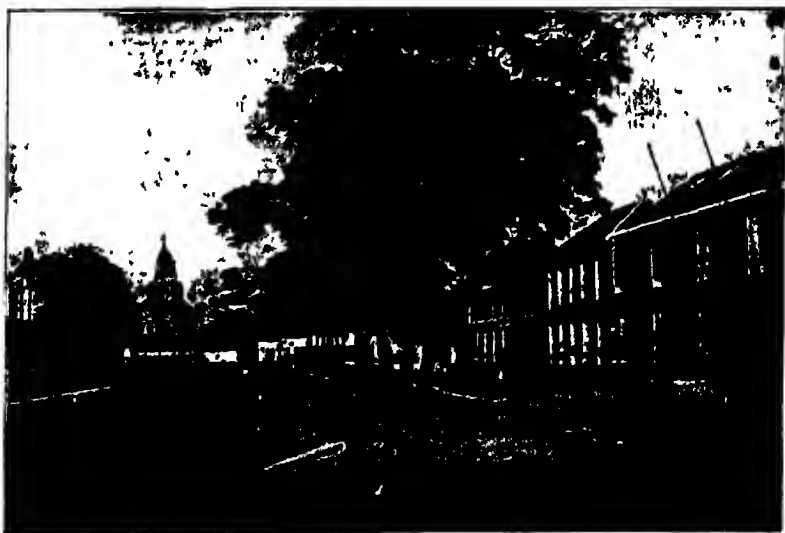
BOARDING-HOUSES: H. L. Hoff, Rees, Kuypers, J. Amandson. Pension "Monod, B. van de Sande.

CAFES-RESTAURANT: Maison Smabets & Co., Bodjong. road. Tan Sioe lip (Beer), Bodjong road.

ENTERTAINMENTS „Harmonie" Club. Theatre.

Semarang is the capital of the province of the same name. It has 40,000 inhabitants (4,800 Europeans) and lies on the unimportant river Semarang (kali Ngaran.)

The parts of the town occupied by Europeans may be divided into the old and new quarter. The former, until 1824 surrounded by ramparts and moats, lies nearer the sea, and has some resemblance to a South European seaport town: the houses are built right out into the street, and are not detached; many of them are two stories high; the streets are, for the greater part, narrow and without any trees, which makes them close, hot, and dusty.



THE KALI NGARAN AT SEMARANG, IN THE BACKGROUND THE SIGNAL-STATION ("OUTLOOK").

The more modern part of the town is traversed by the handsome *Bodjong*-road, at the end of which rises the imposing house of the Resident. Of late years, plantations have been laid down which have contributed greatly to beautify the city.

The pleasantest residential quarter is *Tjandi*, an upper town situated at about two miles distance to the south of Semarang, upon the small spur of a hillock 300 feet high.

Here we find the Hôtel *Tjandi*, intended originally for boarders, but where there is also accommodation for travellers who only wish to stay for some days. From the terrace of this hotel a splendid view is obtained of the valley in which the town is situated, and of the bay in front.

Tjandi is best reached by steam-train to *Djombang*, and thence by foot or carriage up the hill. When we have given notice beforehand to the hotel proprietor of our intended visit he takes care to have a carriage ready at the foot of the hill, to convey us to the hotel free of charge.

The largest hotel of Semarang (*Hôtel du Pavillon*) is situated at the beginning of the *Bodjong*-road, and has good rooms and an excellent table. Another hotel is *Jansen's*, formerly called the "Heerenlogement".

Near the Hôtel du Pavillon is a triangular grassy plain, lately converted into a public garden, where a concert is given once a week. On the north of this rises the gigantic Town Hall, built in 1854, in which are the Government offices and the Archives. Adjoining this is the new Post Office, opened in 1904. Close by is the Club, and a little farther up the Signal Station.

The Railway Station is a good way outside the town to the north-east, near the coast. Between the railway and the sea, on the *Bodjong* road, a little past the Hôtel du Pavillon, is the café restaurant of *Smabers & Co.* (also confectionery) and a little further along, at the corner of *Karang Tengah*, the beer-hall of *Tan Sioe Lip*. There are outside seats on the pavement at both places. The entire country is taken up by fishing-ponds (*tambak*) in which sea-fish, especially the delicious, but bony "*bandeng*" are bred.

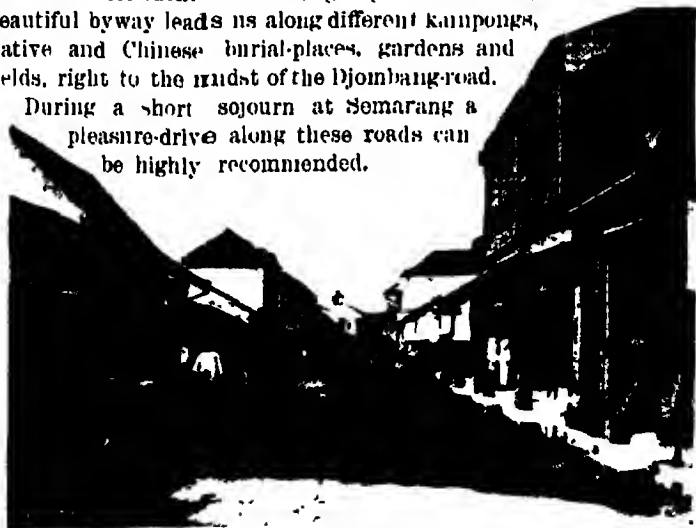
From the station, a main road, called the *Oenarang* road, leads along the east part of the town in a southern direction to *Djombang*, and thence up the hill to *Tjandi*. Along this road, on which is situated the Chinese camp, with its gay and picturesque bustle, runs the steam-tram. The house of the Chinese headman has a large Chinese garden, very interesting. Admission free.

At the west end of the town we find the Arab and the native kampongs being the latter, known by their low situation.

which formerly, during the west monsoon, often caused them to be for days under water, a state of things which was only partly remedied by the great *bandjir*-(flood) canal constructed at the west side of the town for the better outlet of the Semarang river. In order to cope with the trouble a second (East) *bandjir* canal has therefore been completed recently. This had had the desired effect; the floods having ceased, and the public health showing a great improvement. Malarial fever, for which the town used to be notorious, is now rare. The great locks of the Western *bandjir* canal at Limongan are worth seeing; they are within an easy drive.

Outside the town, west of the Bodjong-road, lies Fort Prins van Oranje, which, to a great extent, has sunk away into the soft mud that constitutes the surface-soil. At the end of the Bodjong road, near the Resident's house, going to the left, a beautiful byway leads us along different *kampongs*, native and Chinese burial-places, gardens and fields, right to the midst of the Djombang-road.

During a short sojourn at Semarang a pleasure-drive along these roads can be highly recommended.



THE CHINESE CAMP AT SEMARANG.

Those who have never yet set foot upon Java proper (in contradistinction to the Soenda lands), will be struck at Semarang by the indigo-blue colour of the clothes worn by the natives (male and female); and by the many carts and wagons, drawn by cattle (*sapi*). At Batavia such vehicles are drawn by horses or Indian buffaloes.

During a longer stay at Semarang, nice little excursions can be made to Solo, Djogja, Ambarawa, Salatiga, Magelang, the Boro-Boedoer and the Diëng mountains.

MID-JAVA.

We propose here to give a review of a trip through Mid-Java by rail *via* Gedong-Djati to Ambarawa, by steam-tramway to Magelang and Djogjakarta, and again by rail to Soerakarta, from where we may go on by rail to Soerabaja or return to Semarang.

We choose this route as the most beautiful and interesting. The railway-line between Gedong-Djati and Soerakarta affords but little interest, and leads for the greater part through monotonous teak-woods.

If we have reached Djogjakarta by rail from Batavia and the Preanger *via* Tjilatjap, without having touched at Semarang, it is advisable to journey in the opposite direction, after having first visited from Djogjakarta the ruins of Brambanan. To do this, go by carriage from Djogjakarta past Magelang to Ambarawa, and thence by rail to Soerakarta. The route indicated below is, however, the more beautiful.

From Semarang to Ambarawa.

The train takes us through extensive rice-fields to the station Gedong-Djati, where there is a refreshment-bar, and where we have to get into another train on the other side of the station, which will take us along hills and across the plain to Ambarawa.

Ambarawa, where we remain for the day, is reached at eleven a.m. There are two hotels, the upper: "di Atas" and the lower: "di Bawa".

In the afternoon take a drive through the town (*f* 4.—) along and through *Fort Willem I*, where the club is situated, and to the picturesque little garrison place, *Banjoe Biros*. The climate here is lovely, if the wind be not too strong from the south-west. The extensive plain is enclosed by a circle of blue mountains, and the setting sun reflects his rays upon the glittering squares of the rice-fields.

For a row across the marshes of *Rawa Pening*, we must invoke the help of the Assistant-Resident.

The visit to the picturesque waterfall of the *Toentang*, by rail to the station Toentang, three quarters of an hour on foot, with a guide, along the road to Salatiga (1885 feet above sea-level) and then across hills and through a few rice fields, can be accomplished without his help.

At the last-named station a carriage can be hired, which will take us for $\text{f } 2.50$ each to the garrison place *Salatiga*, by a road which leads over the hills along the plain, and affords beautiful views of the Oengaran, the Merbaboe, the Telomojo, and the Gadjah. At Salatiga there is an hotel.

From Ambarawa to Magelang.

At Ambarawa (1542 feet) the traveller leaves the train and boards the steam-tram to Magelang and Djogja. A good but plain meal is obtainable at the station, but must be ordered beforehand.

Immediately outside the station there is a beautiful view from the tram car of the Djamboe mountains, which form the connecting link between two volcanoes, the Oengaran in the North and the Telomojo in the South. The path between this connecting link and the Telomojo is crossed in the Pingit pass, and in clear weather the line can be plainly seen in places standing out against the slope. After traversing various kampongs or native villages for a distance of 8 miles the tram-car reaches Djamboe, where a rack-rail engine is attached to the tail-end of the train and slowly propels it to an altitude of 2130 feet.

At Djamboe a mountain mass of the same name rises sheer from the plain of the Rawah Pening, while in the South are discerned the sharp, luxuriantly clothed ridges of the Soropati, the western Summit of the Telomojo.

The train soon reaches its steepest gradient (1 : 16) which continues almost throughout the run of the rack-rail line, meandering along and across the mountains. The charming panorama constantly changes. At one moment the great sawah plain is seen below, light reflecting from its pools, at the next the eye is attracted by the carefully-cultivated rice terraces. Everywhere are peaceful villages with their lissom waving palm trees. Presently the plain disappears in the distance, the train penetrates further into the hills, crawling upwards along the walls of ravines until an astonishing view is unrolled. Six hundred feet below we behold the whole of the great plain with the mountains rising up from it; the Oengarang looms above in all its majesty and, nearer at hand, the beautiful, gently sloping cultivated sides of the mountain are seen, merging into the gigantic cone. Various portions of the road already left behind peep through the greenery. Every hour of the day this panorama conveys a different impression, but it is always beautiful in the extreme

Bedono, the highest point, is soon reached; the engine is here placed in front and the descent begins. As soon as the station cutting is left behind the mountain system of the province of Kedoe, now near at hand, begins to unfold itself to view. In the far distance the harmonious outlines of two mountain-giants, the Soembing and the Sindoro, stand out sharply; less distant, the eye falls upon the Merbaboe and the Andong but the bill-slopes, villages and rice fields immediately around us also afford many lovely views. Within a quarter of an hour Gemawang (2050 feet) the border-station of Kedoe and the terminus of the rack-rail line, is reached. After changing engines the train descends fairly rapidly through the pleasant Ello valley. This valley is narrow in places; more than once the railway line impinges upon and displaces the bed of the river, and three times the train crosses the Ello by bridges varying from 27 to 63 yards in length. Before long the stopping place Grabak-Merbaboe is reached. From this point an excellent mountain road leads to the health resort of Grabak-Merbaboe, situated 8 miles distant, at a height of 4060 feet, if timely intimation has been given to the manager, Mr. Leverkühn of Salatiga, he will send saddle horses and chairs to meet the train.

At Brangkal we again cross the Ello and leave its valley behind us. In clear weather a beautiful and wide view is obtained from this point. On the one side the Merapi, the Merbaboe, the Andong, the Telomojo, and the Oengarang are in view, while the Soembing and, behind it, the Sindoro, appear as it were to be advancing towards one, the Soembing and its promontory rising up stately in front. Nearer to us the Tidar hill marks the spot where Magelang, the chief town, lies embowered in verdure; below the line the Ello may still be espied for a while, breaking its way in small waterfalls. Near Setjang the steep slopes all carefully cultivated in terraces, merge into a gently falling region, and from afar the white and red coloured buildings of the little station of Setjang (1550 feet) stand out plainly. This station is soon reached.

Whilst the *Merbaboe*, with its deep fissures issuing from the crater, slopes very gradually, the *Sindoro*, nearly 10000 feet high, stretches its naked peak up to the sky, with its bluntly flattened top, through which runs, on the outside, an unfathomable fissure of the crater.

Its twin mountain, the *Soembing*, is 650 feet higher, but not so steep. It has the shape of an obtuse cone, which contains a crater with perpendicular inside walls.

The crater wall has fallen in on the north-east side, and the remains are still clearly to be recognized from the plain.

As the Soembing is connected with the *Sindoro*, so is the *Merapi* connected with the *Merbaboe*. It raises its conical wall, (bare and rough above the tree-limit) with steep slopes on the south; on the west and east sides it consists of separate ridges, between which deep crevices run down.

The level top of this mountain, now a lava plain, lies enclosed within the remains of an east crater wall, from which, on the west side, rises the still active semicircular crater, which, on the north and north-west sides, spreads its lava right across the mountain slope, but is prevented from doing so on the south side by a serrated semicircular old crater wall.

We have hardly satisfied our eyes with looking at these giants, looming to our right and left, before the coach enters the large garrison place of *Magelang*, past neat rows of officers' dwellings, the great hospital, and the spacious barracks. At the hotels of Mr. UNGLAUB and of Mr. LOZE, carriages can be hired to drive round the place in the evening. We may once more admire the Soembing from the Western road, and enjoy the sunset from the naked Tidar hill, south of *Magelang*.

The Plateau of Diëng.

From *Magelang*, a trip can be taken, *via* Wonosobo, to the plateau of Diëng, 7050 feet high, which may be compared with the American Yellowstone Park.

Although this trip through the gap between the Prahoë, the Telerep, the *Sindoro*, and the *Djamboe* mountains, situated between *Ambarawa* and *Magelang*, is somewhat different from the route usually taken by tourists, it is so interesting that it more than compensates for the expense and loss of time. As soon as the branch-line from *Setjang* to *Temanggoeng* and *Magelang*, now in course of construction, is completed, the plateau of Diëng will be rendered much more easily accessible.

The large crater floor, about 40 acres in extent, covered with grass, is enclosed on the east by a wall 1040 feet high, behind the valley of *Badak Pandeng*, to the west by the volcano *Pagar Kentang*, and by the *Pangonang*, and in the south by the mountain chain *Wisma*, *Pagar Tipis*, and *Kendil*. In the days of the Hindoo dominion was covered with buildings. Of the majority, only the foundations remain. Six are still standing, viz. the five *Ardjoenotemples* in the centre and the particularly beautiful *Tjandi Bima* in the South. There are many traces of volcanic action, such as the mud-spring *Dringa*, the *Pakaraman*, or "Valley of the Dead", a



ISANDI BIMA, ONE OF THE DIENG TEMPLES
(THE HOUSE WITH THE HEADS).

conically-shaped basin, the white bottom of which (45 feet square) contrasts strangely with the walls from 40 to 90 feet high, which are covered with vegetation.

The Kawa Tjandra di Moeka with its seething sulphur pools, the volcanic little lake Telaga Leri, the richly-coloured Telaga Warna, and last, but not least, the Telaga Tjebong, are, next to the above-mentioned ruins the most interesting points.

There are two other ways of reaching the plateau of Dieng.

1. From Poerworedjo by car (12½ florins) or travelling wagon (25 florins) to Wonosobo, a distance of 28 miles, thence on horseback or by small native car to Dieng (6 miles).

2. From Djogjakarta by the Dutch-Indian Railway Company's line via Setjang to Temanggoeng or Paraan, thence by native cart (1½ fl.) to Ngadiredjo (5 miles), the great market centre of Koedoe-tobacco, and further to Djoempit (4000 feet) where a sanatorium is about to be established. Finally Dieng is reached on horseback, a distance of about 14 miles. There is at Dieng a small hotel, owned by Mr. WIELAND, and a *pasanggrihan*, both of which are good.

Boro-Boedoer.

For a visit to the renowned Hindoo temple of Boro Boedoer, the steam tram should be taken in the morning from Magelang (or from Djogja, which is nearer), to Moentilan-passar. A carriage (₡6) or a dog cart (₡8) can be hired from the jobmaster at the pasar. If the conveyance is required overnight an extra charge of ₡1 is made but it is possible to return to Djogja or Magelang the same night. The coachman should be told to drive first to the *Mendoet*-temple.

This ruin is situated about 11 miles from the starting point, and has been restored as far as possible in the course of the past few



RUINS OF BÔRÔ-BOFDOFE

years. The building is 46 feet square, and twenty-sided, with the zigzag angles which are a feature of so many Javanese temples. The chamber itself is 21 feet square. Much of the temple is damaged and many of its decorations have disappeared, but the three large images standing against the inner wall have been preserved almost intact. In the centre is a Buddha figure, 11 feet high, the simplicity of which stands out in sharp contrast to the highly-decorated Bodhisatwa (sons of Buddha) images on either side, each of which is 8 feet high. The groups of images in high relief on the three largest outer walls of the temple also deserve notice. After a quarter of an hour's ride, in the course of which the traveller crosses the new bridge over the Progo and passes a small temple, now restored, through which a wild Kapok tree had grown, a height is gained just opposite the

Boro Boedoer. On the top of this is a pasanggrihan where a fair meal and lodging can be had. Here (or better still, at Semarang, Magelang or Djogja) the traveller should buy a copy of Dr. GRONEMAN'S *Guide to the Boro-Boedoer*. The temple of Boro-Boedoer, built in the pure Buddhist style, was begun in the ninth century and its ruins are the most remarkable of the many antiquities to be found in Java. During the British occupation of the island the temple was laid bare, all but the base, by removing

the layer of earth which had been heaped up against it, possibly by the last Buddha-worshippers in Java. The Boro-Boedoer



BUDDHA-IMAGE AT TJANDI MENDOT.

is not a building in the ordinary sense, and has no entrance. It is the top of a hill, artificially lowered and encircled with galleries built by human hands. The nethermost step, which is shown in the illustration at the foot of page 77 and upon which a few stray images discovered about the ruins have been placed, forms the upper portion of a terrace wall which is still submerged below the soil. This terrace is a starshaped polygon of 36 sides, measuring 374 feet in diameter. Below it is larger and square terrace, also entirely underground, while above it is another, of the same shape as the middle terrace, from which it is reached by stairways of seven steps each. Some years ago it was discovered that these three terraces are of a later date than the original internal structure, which is of a slenderer shape, and that they have been constructed in order to support the latter, when it began to show signs of settlement. The base of the internal structure has been exposed in parts in order to obtain photographs of its beautiful bas-reliefs. These had been covered by falling earth while they



RELIEFS OF THE BORO-BORODOFF

were in process of completion (some of them are unfinished) and are consequently in an excellent state of preservation. Unfortunately it was impossible to run the risk of leaving the base of the inner structure permanently exposed. The building above the three terraces consists of four parapeted galleries erected upon the internal walls of the lower gallery, and of four upper terraces, of

which the three highest are of circular shape. The topmost terrace is crowned by a large cupola (*dagob*) having a radius of $30\frac{1}{4}$ feet.

Not counting the first step now showing above-ground the Boro-Boedoe, from its base to the top of the cupola, has a height of about 97 feet, while the base of the hill projects about 55 feet below the bottom step.

Each of the galleries is distinguished by a profusion of architectural detail and by numerous Buddha images. Upon the parapets are rows of little shrines, each with three turrets, in the frieze of which there is a representation of Buddha in a sitting posture.

The upper terraces are respectively adorned with 32, 24 and 16 open-work cupolas (*dagobs*) each of which also contains a Buddha in sitting attitude.

The topmost cupola, when first discovered, was found to be bricked up entirely. It is about $11\frac{1}{2}$ feet high and rests upon a base $10\frac{1}{2}$ feet broad. Formerly it was surmounted by a pinnacle over 30 feet high, but only a small portion of this remains. The image within this cupola has been partly reduced to fragments; when excavated it was found that it had never been completely finished. When, forty years ago, sketches were first made of the 1604 bas-relief, about 980 of them were in a fair state of preservation, but since that time many of them have been worn away to such an extent as to be undistinguishable. As regards the Buddhas in the



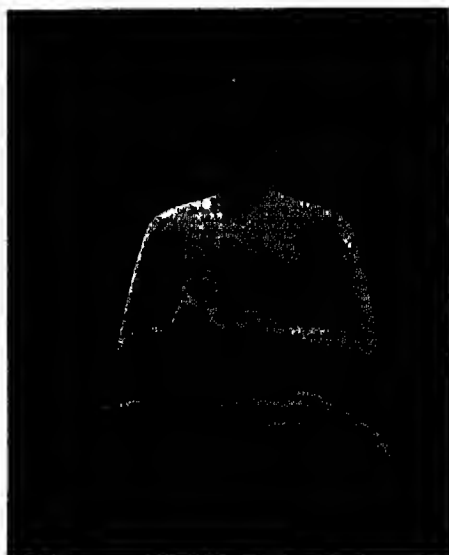
RELIEFS OF THE BORO-BODEOE

(above: the darts of the evil spirits striking the wall without injuring the Buddha).

niches and *dagobs*, originally numbering 505, the proportion of wastage is much greater still.

In the bottom gallery there is below every Buddha an identical representation of a man in a sitting attitude on either side of whom are groups of three figures each, bearing lotus flowers and mosquito fans. The other parapets are decorated with niches containing Buddha statues, and on the inside with a series of sculptures representing various incidents. Among the latter the following are of particular interest:

Representations of the temple; apotheosis of Buddha worshippers; a monkey caressing a buffalo; a monkey climbing upon the back of a buffalo; a monster (*Raxas*) worshipping a buffalo; A Naga prince and his consort, seated upon a stormy sea, and receiving homage of another prince with his consort and suite; a Naga prince in the character of Buddha, seated in a desert and receiving the homage of pilgrims; another Naga prince and his consort, seated upon a divan and receiving the homage of a Brahmin; a prince offering presents to ladies of the nobility and others.



BUDDHA-IMAGE. BORO-BODOTE.

The inner wall of the second gallery contains, in the upper row bas-relief representing scenes conneted with the history of Buddha Sakyamuni, from his conception to his Nirvana. (The representation of his birth is missing). The pictures in the lower row appear to represent the apotheosis of royal personages. Upon the outer wall of this gallery are representations of scenes from the sacred legends of previous incarnations of the Buddha.

The third gallery wall contains 180 bas-reliefs showing the apotheosis of Buddha; the fourth,

in 80 different scenes, depicts the rewards given to kings who have been Buddha-worshippers, while the fifth gallery contains a

large number of images of the Buddha and of two kings — probably the founders of the Temple.

All the images are seated cross-legged. Those in the three circles surrounding the principal cupola resemble each other. They have neither a crown, a halo nor a cushion. They are supposed to represent the Buddha Comprehending, in the first of his five heavenly revelations. The four others, each facing one of the cardinal points of heaven, are on the parapets of the galleries (the only Buddhas which have not yet been positively indentified are those of the top-gallery). All five hold their hands in different positions; those on the southern side represent Buddha the Teacher, on the west, the Thinker, on the North the Buddha who Promises, and on the East the Buddha who Receives.

Another explanation has it that the images of the lower stories represent the World of Desires, those on the upper terraces the World of Created Things, and the unfinished image in the upper cupola (the principal *dagob*) the formless or amorphous world, these three phases agreeing with the three stages by which Nirvana, the Eternal Sleep, is reached. This view appears to agree with Yzerman's discovery that the now buried bas-reliefs of the original base represent horrible tortures indicative of Hell.

After inspecting the ruins dinner should be taken at the *pasang grahan*, followed by a siesta, after which the sunset should be seen from the large cupola on the Temple.

The next morning, after witnessing sunrise from the same spot, the journey should be continued to Djogjakarta.



BUDDHA-IMAGE BOBO-BOFOFOE.

Djogjakarta.

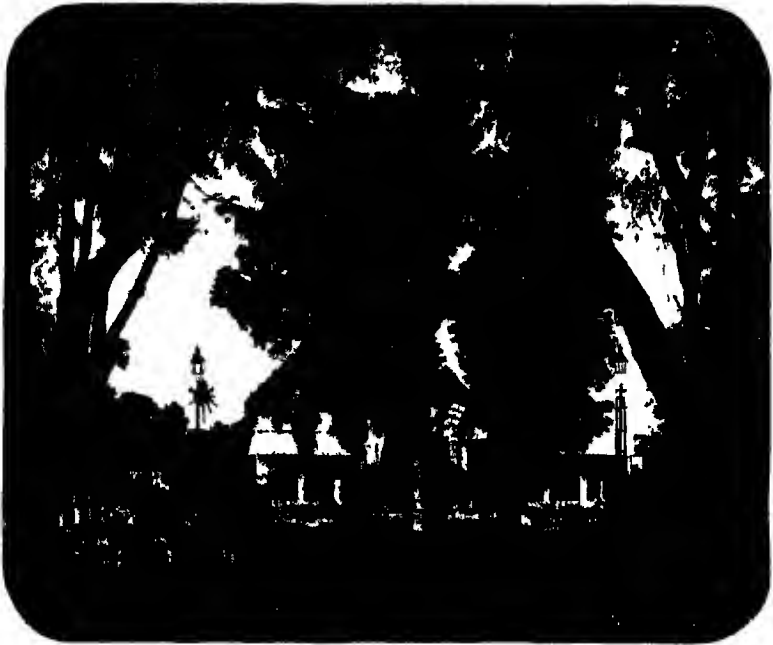
After a lovely drive of three hours along the broad main road, through villages and markets teeming with natives, we enter the

city of Djogjakarta, the seat of the Sultan. (Hotels Mataram, Toegoe and Centrum).

This extremely healthy city, with its temperate climate, clean broad roads, and beautiful club, makes an agreeable impression.

The fort "Vredenburg", the great Kraton, encircled by walls (the palace of the Sultan), and the splendid Residency with its many Hindoo images and sculptures, placed in a shelter in the lovely garden, vie with one another in attracting our attention.

If we wish to visit His Highness the Sultan, we must present ourselves in the morning at the office of the Resident, who has to accord his permission for such a visit, and to inform the Sultan of



RESIDENT'S HOUSE AT DJOGJAKARTA.

our request. At an appointed hour, we are introduced by the European Captain who commands the body-guard dragoons, to the Prince, who should be addressed as „Toewan Sultan". It need hardly be added that not every tourist can expect to be received in audience.

The *Kraton* is situated within a wall 12 feet high by 15 feet wide, and more than four miles in circumference, enclosing a

large square filled with innumerable buildings, streets, roads, ponds, canals, kampongs and gardens. It is peopled by 15 000 natives, who all belong to the retinue of the Court, and among whom are found excellent craftsmen, especially goldsmiths. Beautiful embroidery (*Batik*) work is also made here.



THE MANUFACTURE OF EMBROIDERY (BATIK) WORK

Entering by a broad opening in the north wall, we find ourselves on the great Aloen-Aloen, and have on our left the tiger cages, and on our right the mosque, the courts of justice, and the



MOY ALAEN (SQUARE) AT DJOGJANARIA WITH BEIMFED WAREINGIN TRIPS

stables, whilst the Siti inggil—a square mound with twelve steps, covered by a roof—cuts off the square on the south side.

In order to reach the part where the Sultan resides, we have to go through two gates.

The entirely gilded pendoppo, the spacious dining hall, which has accommodation for 600 guests, the yellow house, the residence of the Prince, opposite which stands the house of his principal wife, the house occupied by the Resident when he stays in the Kraton, the dwellings of the concubines, and of the native soldiers, and the stables of the elephants, completely fill this part.

A picturesque point in the Kraton is the *Water Castle*. For half a florin, a native boy shows the way through these ruins,



GATHERING BIRDS'-NESTS AT BONGKOB

full of beautiful spots, quaint gates, ponds half full of vegetation, halls partly fallen in, small subterranean passages and canals, and a ruinous tower 55 feet high—called the Maze.

From Djogjakarta an excursion may be made to the Royal Tombs at Pasargede, four miles south-eastward, and, if time permits, to the Royal Tombs at Imâgiri, on the steep western slope of the Goenoeng Sewoe, "distant an hour and a half's ride. A permit

from the Government authorities is required for these visits. For a description of the tombs see Groneman's "*Guide to Jogjakarta*".

A most interesting excursion is that to the Goenoeng Sewoe mountains, on account of the remarkable geological formation of this range, which consists of thousands of small chalk-hills. For this trip also, assistance is needed on the part of the Government, or of the planters in the locality. At the southern shore of the island, in this neighbourhood, are the well known birds'-nest grottoes of Rongkob.

From Djogjakarta a visit should also be paid to the extremely interesting temples and antiquities of Prambanara, situated within a mile of the small railway station of the same name.

The Temples of Prambanan.

Already from afar we discern, on the other side of the river Opak, the majestic ruins of the Prambanan, a temple group which was formerly surrounded by three walls, the innermost of which still protrudes above the ground.

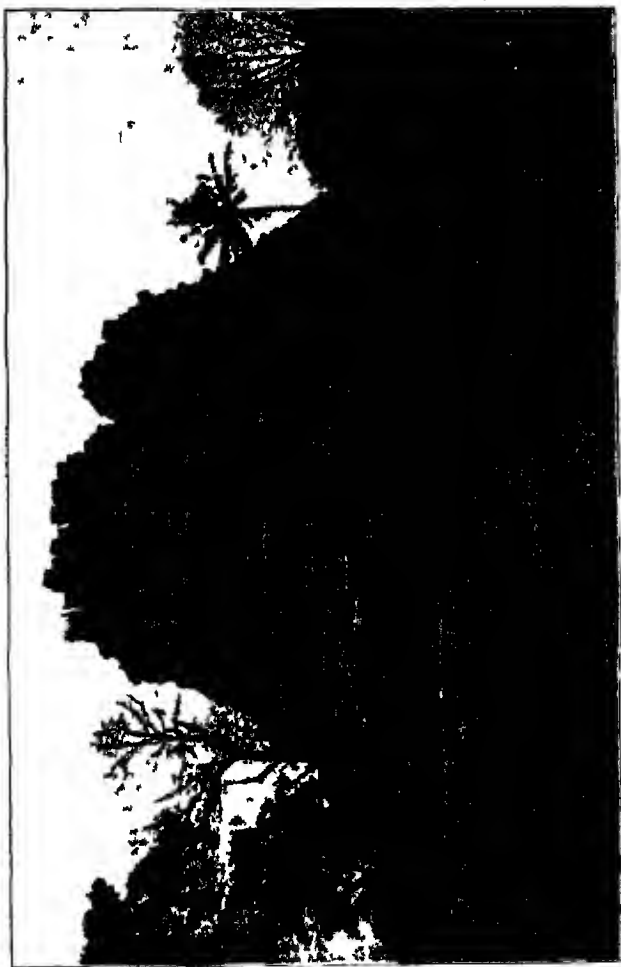
Between the foundations of the second and the third circular walls are three rows of small temples (in all 157), which formerly contained images of idols.

Within the innermost wall rise the ruins of eight temples placed opposite each other in rows of three, with a small one at either side.

The innermost of the three western temples is the chief edifice and contains a central apartment entered by a lobby, and having one smaller room on every other side with an entrance from the outer wall, so that the ground plot forms twenty angles.

At the further end of the lobby are two images respectively representing Siva (as "Goeroe") the Teacher, and as Kala, the Destroyer (Time) and in the central room is a large, but broken image of the same Deity as the principal god (Maha-dewa). In the west room is found an image of Ganesa Son of Siva, and in the north room is the famous eight-armed image of Loro Djonggrang (Durga, the consort of Siva). This image is 6 feet high and the entire ruin is often known, after it, as Tjandi Loro Djonggrang. Finally, in the South room we again find Siva as Goeroe.

¹) JOGJAKARTA (Van der Vucht, 1900, p. 150) Jogjakarta, ("pronounced Yogyakarta") is the correct form, but Djogjakarta, and especially its abbreviation Djogja (Djokja) are so commonly used that they have been retained here.



TJANDI PRAMBANAN - WESTERN SIDE OF THE SIVA-TEMPLE.

Special attention should be paid to the splendid female images on the walls, and on the steps of the west side. These represent spirits that have appeared to Buddha.

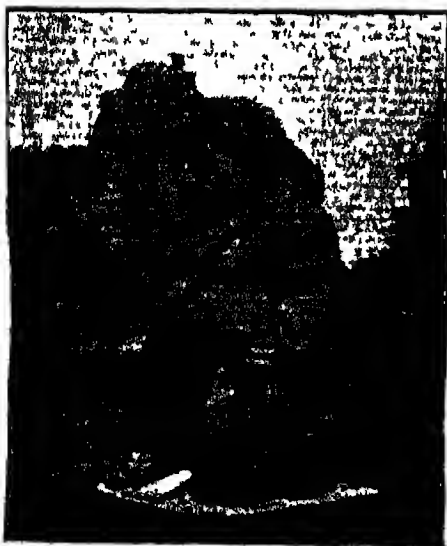
The magnificent, completely finished series of bas-reliefs of the corridors show a succession of scenes illustrative of Hindoo Mythology. They have been described in detail in Dr. GRONEMAN'S work "Tjandi Parambanan" from which, along with J. W. IJZERMAN'S "Description of the Ancient Remains on the borders of the Residences of Soerakarta and Djogdjakarta" we have drawn the particulars given in the above brief synopsis.

In the southern temple of this group lies a particularly beautiful

four-armed Brahma broken in pieces, whilst three smaller Brahmas stand loose upon the floor.

In the north temple, resembling the south one in all respects, also stood a beautiful Vishnu image, between three other images, the man-lion, the Vishnu, with his Sakti Lakshmi, and the Wamana-awata-tara.

Of the three opposite temples, the middle one is also the largest. In the inner compartment, we see the Nandi, Siva's bull, also Surja, the Sun god, in a chariot drawn



TEMPLE-GUARDIAN AT TJANDI-SLEWOL

by seven horses, and on the right Tjandra the Moon god in a chariot with ten horses.

Next to the destroyed north intermediate temple, sits the Doerga image, two feet high. and several hewn out stones show the former decoration of the outer walls. From here, having followed the border road between Soerakarta and Djogjakarta, and passed through the desa Kloerak, we turn to the right, and have before us the *Tjandi Loembong*, of which the chief temple in a square, surrounded by sixteen smaller buildings, contains fine bas-reliefs representing life-sized figures of men and women.



THE GEMELAN

Continuing our walk in a northerly direction, we pass the ruined outer temple, Tjandi Boebrah, and reach the famous "Thousand temples," *Tjandi Sèwoe*. These ruins consist of a large inner temple, surrounded by four rows of 240 smaller ones.

The earthquake of 1867 caused the roof of the principal temple to fall in, but the rich decorations of the outer walls were not entirely destroyed.

Four roads, marked by giant images of kneeling watchmen, lead to the four entrances. In the row of side temples there are still about thirty Buddha images to be seen upon or near their original places.

Four temples, placed at some distance from the watchmen-images are entirely destroyed. On the north side of Tjandi Sèwoe, striking into the east road and at the end deflecting towards the north, we have on our right the ruins of *Tjandi Plasam*, containing two temples within a single walled enclosure.

On the outer circular wall of the north temple, we see two kneeling images of guardians in stone. Every temple has three compartments with a few fine Buddha images.

The buildings inside the second circular wall form three rows of shrines--50 in all--each one of which formerly contained an image of Buddha.

Upon an elevated terrace near the northern outer temple, we find 22 more images, and on a similar terrace near the southern temple a further three.

Between the smaller tempels many images are also to be found.

Crossing the railway, we reach, by turning to the right, on a sidepath, *Tjandi Kalongan*, surrounded by a circular wall, which has for the greater part been destroyed. From here a small path leads southwards, right up the steep and bare mountain slope, past two grottoes, to the ruins of an ancient Mataram royal palace.

If we get out at the stopping-place Kalasan, and follow the road to Soerakarta, we arrive at the *Tjandi Kali Bening*, a beautiful building, at present deserted, surrounded by a corridor, partly destroyed.

Above the opening of the door sits the goddess Sri, upon a lotus-shaped cushion, and a gigantic Kala head constitutes the principal feature of the centrepiece of the south gable. Three rooms inclose the central apartment, just as is the case at the Tjandi Loro-Djonggrang.

Returning to the main road and following it for a short distance we observe on the left the ruin of *Tjandi Sari*, with its two richly decorated storeys.

Soerakarta.

Having resumed our places in the train, we go through the extensive rice-fields, covered with large kampongs, which cling to the foot of the gently sloping Merapi. On our right, we have a view of the sharp ridges and the rocks heaped up in the form of terraces, of the bare southern mountains.

Arriving at Soerakarta, we must hire a carriage to take us to the Hôtel Slier — the best in the town — as the distance from the station to the centre of the residence of the Soesoehoenan (native Prince), is rather great. The residence of that ruler, inhabited by 10.000 people and surrounded by high white walls, the "dalem" (palace) of Prince MANGKOE NEGORO, the dwellings of the



ENTRANCE TO THE SOERAKARTAN RESIDENCE OF THE GOVERNOR.

Solo Court dignitaries, the extensive avenues of tamarind-trees, the little fortress "Vastenburg" and the European and Chinese quarters, impart to Soerakarta a very picturesque appearance, the like of which is not to be met with anywhere else in the Dutch Indies.

In order to obtain a peep inside the Kraton, still more interesting than the one at Djogjakarta, it is also necessary to call in the assistance of the Resident.

If we chance to be on the spot during the great Court festivals 31st August (birthday of the Queen of the Netherlands), New



THE BOUGBAG



THE SOLO RIVER NEAR SOFRAMARIA

Year's Day, or the Poessa (April-May, fasting-time of the Moham-medans), we may witness very peculiar court-ceremonies, unique in their way, including the dancing of the "bedaja's" (the Soesoe-hoenan's dancing-girls) and all the bustle and pomp incident to the ancient customs that govern these festivities.

For it must be borne in mind that at Soerakarta we are in the heart of the ancient kingdom of Mataram, a spot swarming with thousands of functionaries and hangers-on of the court, where all ranks of the Javanese nobility feel at home and drive about in their carriages, and where it is still possible to obtain an impression of what Javanese life was like before Dutch power broke the despotism of the native Sultans.

Historical Note on Central-Java.

In 1628—9 the prince of the mighty Javanese kingdom of Mataram tried in vain to drive the Dutch merchants out of Batavia, which they had founded in 1618. Nor did he meet with greater success in 1660, in alliance with the Prince of Macassar. Fifteen years later his successor called in the assistance of the Dutch Indian Company against the same Macassarese, and gave the Company liberty to build factories (trading-houses). When he died, fleeing from his persecutors, it was the Dutch Governor General who appointed a new Sultan.

After the latter's death in 1703, the Dutch-Indian Company placed a prince upon the throne for whom it had to fight a sanguinary campaign against his enemies, who contested his right to reign.

After renewed wars, the ruler of Mataram and the founder of Soerakarta was compelled, in 1743, to swear allegiance to the Dutch Company. He resigned to it the whole of the North Coast, and on his deathbed bequeathed to the Dutch Company his entire realm, which was then distracted by the rebellion of his brother. His blind son, nine years old, was placed upon the throne, and, after a long war, the rebellious brother was appointed feudatory Sultan of West Mataram, *i.e.* Djogjakarta.

A few years later the Company was called upon to settle a quarrel between these two parts of the divided kingdom, and in 1810 Governor-General DAENDELS marched against Djogjakarta, which had refused to submit to his demands. The Sultan was deposed and succeeded by his son, and had to pay a fine of 400,000 florins, whilst the ruler of Soerakarta had to resign the shore duties.

It is, therefore, easily to be understood that the assistance given by the Sultans to the Dutch on the occasion of the English invasion

of 1811 was very lukewarm. Yet they soon rebelled against these new rulers, who advanced against the prince's territories, bridled the power of the princes still more, and set up **PAKOE-ALAM** at Djogjakarta, as a prince independent of the Court. Therefore the Native princes saw with pleasure the return to Java, in 1816, of their old Dutch masters, hoping now to regain their dwindled power and prestige. The rebellion of **Dipo Nègoro** (an illegitimate son of the Sultan of Djogjakarta who had died in 1814), which broke out in 1825, caused, however, a war in Mid-Java that taxed for five years all the strength of the Dutch Government, but which ended with the fall of the rebellious prince, and a fresh diminution of the territory of the two Sultans. Bearing all this in mind, we are better enabled to form an idea of the pride of these princes, whose ancestors reigned over the whole of Java, of the decline that everywhere shines through the splendour which they still try to exhibit, and of the tenacity wherewith they maintain old customs and the paying of homage, although their territory has been reduced to so small a compass and they have lost their independence. In what has been said above, we also find the cause of the pride of the impoverished aristocracy, who lived on the favours and gifts of their princes; of the aristocratic type of these centuries-old families, and of the poverty and timidity of the lower classes, who for hundreds of years willingly submitted to the petty tyrannies of their lords and masters, and, purely from old tradition, still worship their princes and obey their satellites.

FROM SEMARANG TO SOERABAJA.

As a rule, the steamer leaves Semarang towards evening. The small harbour steamer does not run in the afternoon, therefore we are obliged to return to the vessel in a *tambangan* (sailing-boat).

The rays of the setting sun are then gilding the summits of the Moeria mountains, and next morning, on going on deck, we discern the beautiful chain of the *Goenoeng Lasem*, an extinct volcano.

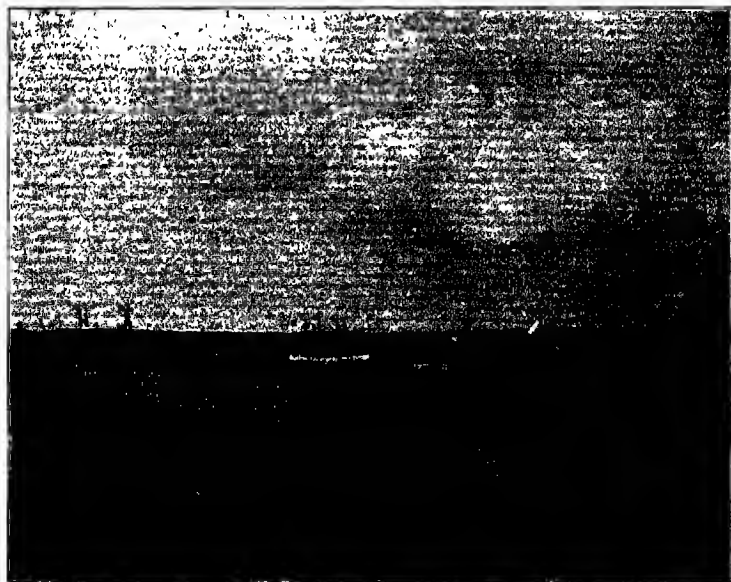
After that, the coast-line diminishes in height, and the single mountain-tops change into table-shaped plateaus with steep, fantastic borders, "as mesas de Tuban", as the Portuguese sailors christened them. The Dutch sailors called them "*the coffins of Töban*", which, though more lugubrious, is also more to the point.

Soon afterwards, the coast-line of Madoera becomes visible. This is also a range of low mountain plateaus, separated by steep stair-like crevices. The coffins of Toeban belong to the chalk mountains of Rembang, whilst the island of Madoera appears to the eye as a continuation of this plateau-shaped highland.

Right between the two, the coast-line visibly turns inland; the highland retreats far south, where rises on the horizon the chain of peaks of the Ardjoeno, with its promontory the Penanggoengan.

This seeming gulf is in reality the delta of the Solo river, whose slimy waters make a dirty yellow, sharply-defined patch, stretching far out into the blue sea. At the margin of this discolouration we see a light-ship at anchor, which signals with balls and cones the depth of the gully in the "*Westgat*." Soon afterwards, the high white lighthouse of Soerabaja becomes visible in the south-east. In charge of a pilot, we enter the very shallow straits of Madoera.

At first, the two shores are far apart, but farther on we hug the coast of the island of Madoera, beautifully covered with vegetation, and pass numerous fishermen's kampongs, built right out into the water, in front of which the small proas with their white sails



THE BORDS OF SOERABAJA.

are floating on the grey water like so many flocks of sea gulls, glistening in the rays of the sun.

In front of us, where the strait turns eastward, on the shore of Java, the little coasting-place of *Grissee* (*Gresik*) appears to the eye, like a small batch of red-painted roofs, behind which rises a chain of picturesque hills. Coming nearer, we observe the slipways of shipyards. During the West Monsoon season, numbers of coasters congregate in this well protected harbour.

Now the steamers and sailing-vessels in the roads of Soerabaja become visible; masts and the uniform tops of a high *tjemara* avenue indicate the position of the docks and navy-yard. Otherwise we see nothing of the town but the roofs of a few sheds. Nevertheless the view of the harbour in clear weather is beautiful and animated. The broad sheet of water of the strait, dotted with the high hulls of the vessels, between which numerous *tambangans* and fishing-smacks appear to be scattered, is bordered by the green and brown terraces of Madoera, the swamps between Grissee and Soerabaja, scarcely visible above the water, and the blue chain of mountains rising in the background.

Anchoring in close proximity to the white guardship, we have before us the *Oedjong* (pier), bordered on the west by the mouth of the harbour proper, and on the east by the entrance to the dockyard, protected by a coast battery.

Between the two, a swampy headland stretches into the sea, on which, in the midst of some plantation, the Navy Club is situated, quaintly christened "*Modderlust*" (mud delight).

Disembarkation takes place by means of *tambangans*. These proas meet the steamer far from shore, and board her with hooks while she is going at full speed.

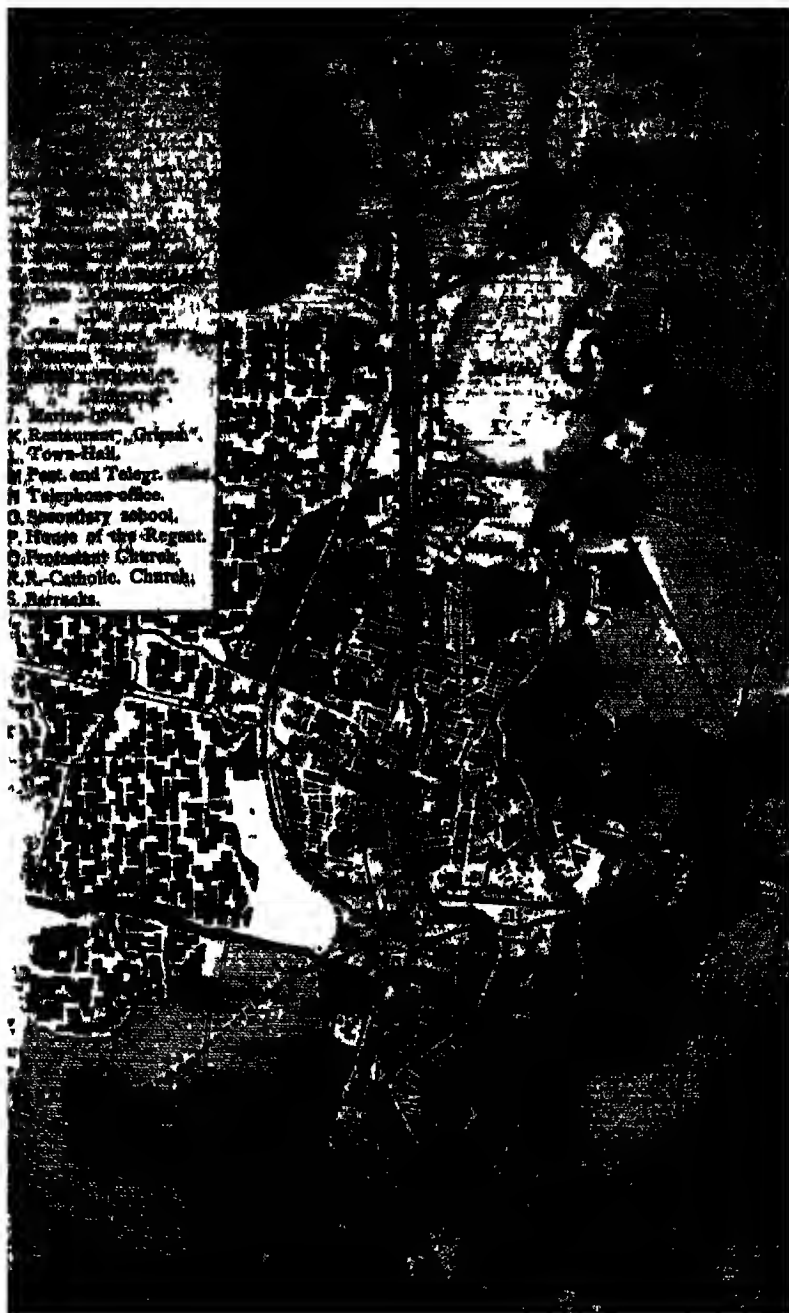
SOERABAJA.

Soerabaja is the second city and the principal commercial centre of Java (150,000 inhabitants). It is the capital of the Residency of the same name, the headquarters of the Military Command of East Java, and possesses a dockyard and gun shops.

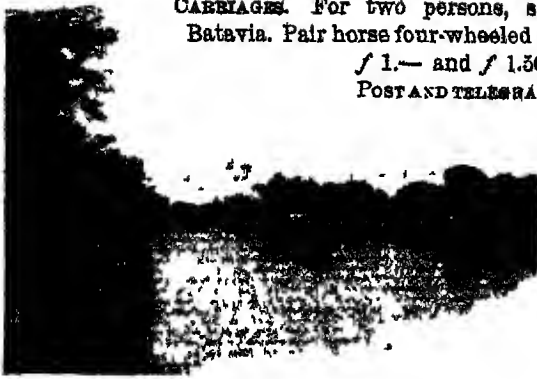
ARRIVAL IN THE ROADSTEAD. Landing by means of *tambangans* (charge f 1.— and f 1.50).

OMNIBUSES belonging to the various hotels on the quay.

STREAM TRAMS to the upper town.



1. Marine Club.
K. Restaurant, "Gripsh".
L. Town Hall.
M. Post and Telegr. office.
N. Telephone office.
O. Secondary school.
P. House of the Regent.
Q. Protestant Church.
R. Catholic Church.
S. Barracks.



RIVER VIEW AT SOERABAJA

CARRIAGES. For two persons, same charge as at Batavia. Pair horse four-wheeled carriages (kosongs) / 1.— and / 1.50 an hour.

POST AND TELEGRAPH OFFICE, see map.

TELEPHONE OFFICE, see map.

RAILWAY STATIONS. Chief Station near the Post Office.

Goebeng Station is within easier reach of persons staying in the Upper Town.

RAILWAY COMMUNICATIONS (1) To Sidoardjo, Bangil, Lawang, Malang.

(2) To Sidoardjo, Bangil, Pasoeroean, Probolinggo, Djember, Bondowoso, Sitoebondo, Panaroekan, Loemadjang, Pasirian and Banjoewangi.

(3) To Kertosono, Kediri and Blitar.

(4) To Modjokerto, Djogjakarta, Poerworedjo, Tjilatjap and Batavia.

HOTELS. Simpang, on the Simpang Road.

Wynveld, on the Djalan Embong Malang.

Des Indes, in the old Town

Van Vloten, at Simpang.

CAFÉ RESTAURANTS. Grimm.

Hellendoorn.

Beer-hall, Oei Moo Liem.

ENTERTAINMENTS. "de Club".

Concordia.

Theatre.

On arriving at the *Custom House*, we can go by carriage, steamtram, or tambangan to the town. First, however, the traveller must pass the Customs. The examination is not a rigorous one, but fire arms and cartridges are impounded, and are therefore best left behind.

For anyone who has much luggage, the tambangan is the most preferable means of conveyance. The steam-tram goes only once every three-quarters of an hour. Four-wheeled conveyances, with two horses, are called "Kosongs". They are almost as cheap as two-wheeled with one horse, and more comfortable. The road leads along the perfectly straight harbour canal, which forms the mouth of the *Kali Mas*. On the left side. the road is first lined by the

beautiful houses and buildings, belonging to the dockyards, and further on with a row of low, ugly, and irregular terrace-houses, many of which are used as lodging houses for sailors, and small ship-chandlers' shops, the whole reminding us very much of some European seaport place. A little farther on we meet with several warehouses, whilst in the canal, many Madoerese proas attract our attention because of their peculiar rudders and their gorgeously painted and decorated prows and sterns.

Turning round the corner, we behold a large, old-fashioned, beautifully-shaded fort, known as "*Prins Hendrik*", which, however, is no more in use. After this, there are again long rows of warehouses on both banks, and we see a typical Dutch drawbridge. The number of boats of different sizes and shapes on the river, and the bustle on the quay, keep increasing.

Here the road leaves the river, makes two sharp turns and brings us suddenly into a narrow street, full of Chinese shops and bazars, where the traffic becomes congested.

At the top this street widens into a small square, on the right side of which is the well known "*Pasar gèlap*", a busy covered market place.



THE BALI MAS AT SOERABAJA.

The square leads into a very broad street with Chinese and European shops and offices. Going to the right, we come to a wide bridge called the "red bridge" or "*Djambatan merah*", whence we again observe the river, but this time wider and almost entirely blocked up by freight barges. On the water and along the quays great bustle prevails. Neat rowing-boats and canoes may be seen shooting in and out between clumsy, highly-laden freight barges. Sapis (bullocks) and ponies are pulling loaded carts and wagons along the broad highway, innumerable coolies are carrying heavy loads on "*pikolans*", sloping carrying poles, made of tough wood or bamboo. Chinese and Javanese, Europeans and Arabs, citizens, sailors, and soldiers, mingle here together.

The broad quay on the left bank is called the "Willem's quay";



NATIVE FUNERAL-PROCESSION

the high but ugly buildings we see there serve as Government offices Court-house, merchants' offices, etc. Opposite the bridge we notice another square, where the Government Bonded Warehouses, called the "*Groote Boom*", have their main entrance.

Piles of merchandise give an idea of the enormous trade that is done here. At the end of the quay, in a detached building two storeys high, right on the river, are the offices of the *Royal Packet Company*. Here the road leaves the river again, and leads through a somewhat narrow and irregular street, with a few shops and dwelling-houses, with which it runs parallel.

Soerabaja compares unfavourably with other Dutch East Indian towns on account of the greater part of the dwelling-houses not

being detached, and surrounded by beautifully shaded grounds, but built close together, and bordering on the streets. Besides this, the offices, warehouses, stores, shops, and dwellinghouses, European, Arab, and native, are all jumbled up together; and the line of demarcation between the lower or mercantile and the upper or European part of the town is more difficult to trace than in Batavia or Semarang.

This may give to Soerabaja a livelier and more European character, but it makes it at the same time dirtier, more oppressive, and less desirable to live in. Next to the finest private houses



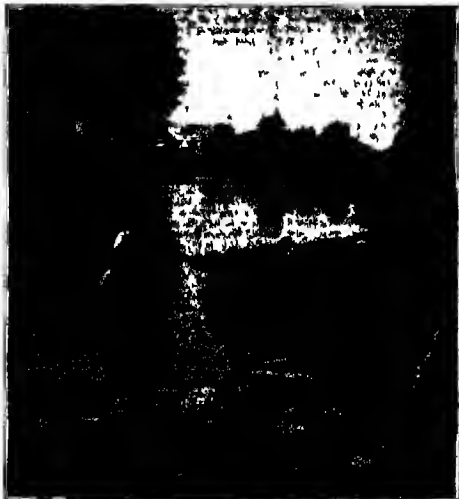
CHINESE GARDEN

we find little tumble-down native shops ("Warungs") or Chinese hovels. As there is no room for shady trees in many of the streets, the hot midday sun is given full play on the dusty roads and dirty white houses. Once past the Concordia Club, the outward appearance of the town gets a little better. Here we come upon a broad cross way, that to the left leads to the station, and to the right past the "Hoogere Burgerschool" (the secondary school) to the *Aloer-Aloer*, on which there is a beautiful mosque. Before us, the road has the appearance of an avenue of *tjemara*-trees, on the right side of which there is a small park called the *Stadstun* (City Garden), where military concerts are given twice a week, and at

the end, a small square, where a beautiful building is situated. This is the *Grimm Restaurant*, one of the finest cafés in the whole of the Dutch-Indies. Close to it is the Café-restaurant *HELLENDORF*, equally well patronised. At this point the main artery divides itself into two streets, the right one of which leads to another small square, where a needle is placed in honour of the Red Cross Hospital soldier *VON BULTZINGSLÖWEN*, who distinguished himself in Atjeh. Here also is the Beer-Hall of *Oei Moo Liem*. Keeping to the left of the monument we get close along the river, that looks very picturesque from this point, into the better shaded and more spaciouly-built quarters called *Toentoengan* and *Simpang*, on the left of which lies the *Simpang* road, with the well-built Government House, the Hospital, and *BRINKMAN'S* *Simpang-Hôtel*. In the *Embang-Malang* road to the right, is the *Wijnveld-Hôtel*, and upon the spot where the three roads meet, a beautiful club is built.

Many spacious buildings are found at the riverside here, constituting the *Genteng* quarter. At the end of the fine *Simpang* lane we reach the *Kali* bridge, leading to the small suburb of *Goebeng*, where there is a busy railway station.

Immediately above this bridge a remarkable piece of engineering work may be seen on the river, viz. the *Goebeng* sluice, with lock for the shipping. This is a sluice with a series of detachable beams which can be removed as the water above the sluice rises. Sometimes the beams are placed vertically, as here, sometimes horizontally. When the bulk of the water of the *Brantas* river was diverged into the branch known as the *Porong*, in order to prevent the silting-up of the roadstead of *Soerabaja*, it was found necessary to erect sluices in the lower course of the northern branch so as to increase its depth for the benefit of the shipping as well as for



KALI ANJAR AT SOERABAJA

the irrigation of the northern portion of the delta, for which this branch must yield the needful water.

Soerabaja cannot boast of many places worth visiting. The climate is not exactly unhealthy, though very hot. The new water-supply, for which mains were laid a few years ago from the Kasrisprings on the slope of the Ardjoeno, has been a great boon. The Wijnveld and Simpang hotels are both good, but as they are nearly



ON THE "GENTING" OF THE KALI MAN

always full it is advisable to order one's room in advance. At the Wijnveld a room should be booked on the upper floor if possible, as such rooms (which are rare in the Dutch Indies), are the most wholesome. From Soerabaja excursions can be made in various directions and as the town itself has something cosy about it, a stay of a couple of days is advisable.

EXCURSIONS FROM SOERABAJA

To the Sanatoria and the Tengger Mountains.

Leave Soerabaja, (Goeboeng station) by the first express train in the morning for Pasaroean. At the last named station the representative of the Tosari sanatorium is in attendance, and will assist during the continuation of the journey to Poespo, for

which carts are available. It is desirable to wire to the representative in advance, in order that arrangements may be made to have good horses or *tandoes* (palanquins) in readiness at Poespo.

The railway journey leads through the province of Sidoardjo, the delta of the *Kali Brantas*, situated between its two mouths: the *Kali Mas* or Soerabaja-river, and the *Kali Porong*.

Although the country lies very low, yet it affords a pleasant relief to the eye, with its fields of sugar-cane, its sawahs, and its *dessas*. It is well populated; we drive frequently close to the main road, along which extend thickly-shaded kampongs, and where there is a great bustle of pedestrians and carts. A stranger is particularly struck by the peculiar shape of the East-Java *tjitar peer*, a long cart on springs, without seats, and having a little door behind.

Near the second halting-place, *Wonokroma*, we pass a large outlet canal (*bandjir*) of the *Kali Mas*, with a sluice with horizontal beams, and we observe that the main road crosses the river by means of a wooden bridge. Close by are petroleum wells belonging to the Dordrecht Petroleum Company. In many places of the Brantas-deltas mineral oils well-up to the surface. Many mineral water and mud wells, e.g. the Kalanganjar and Poeloengan, are also to be found in this neighbourhood.

A mile and a half or so above the station are the Goenoeng Sari sluices, built like those at Goebeng, and serving a similar purpose.

At *Sidoardjo*-Stations the railroad divides into two branches, the right one of which leads to Modjokerto, and the left to Bangil.

Porong-Station, just before the bridge over the *Kali Porong*, the most southern branch of the delta of the Brantas. Here the land gets more hilly, and the road leads eastward.

At *Bangil*-Station, the line branches off to the East-Provinces and Malang.

We next pass the River Bangil and, to the left, obtain a view of the sea (Gulf of Madoera).

Paseroean is the capital of the residency of that name, and is a seaport town. Formerly it was the principal mercantile place of the whole of East Java, but lately it has gone down in consequence of Soerabaja having improved her railway communications. Splendid private houses and large merchants' offices along the quays, which are almost deserted now, still bear witness to former prosperity.

The very large and stately club, built in a kind of Greek renaissance style, is well worth seeing.

The Marine-Hôtel and the Hôtel Boudriot are both large and fairly good.

A walk along the quay to the "Boom" is highly to be recommended; here a nice view is to be obtained across the river and along the coastland: fishermen's kampongs, half submerged in water, the swampy sea-coast with many *tambaks* (fish-ponds), and the roadstead in the distance.

A curiosity in the neighbourhood of Pasoeroean, is *Banjoe Biroe*, or the blue water, a natural bathing-place, with a stone-built bathing establishment. It is reached from Pasoeroean by car, along the high road, for / 2.50, in about an hour. It is also possible to go by steam-tram to Winongan, but after that $\frac{1}{2}$ or $\frac{3}{4}$ hour's ride in a car is necessary. A so-called holy stone attracts many pilgrims to this spot, where they offer their flowers and little "pajongs" (paper sunshades) amidst the burning of incense. A few Hindoo remains ornament the neighbourhood of the deep-blue lake, which is surrounded by a grove of gigantic trees that are swarming with half-tame monkeys. In the water, many large fish are disporting themselves.

The drive from Pasoeroean to *Pasrepan* carries us at first through a plain along beautiful broad roads, shaded by tamarind and djati trees. The district is well-cultivated and populated.

Pasrepan is reached via Gondang-wetan, where there is a busy market-place. Here we have to change cars, after which we ascend the mountain, step by step, as far as Poespo. Soon we observe the change of vegetation in wild as well as in cultivated plants. Among the first, we begin to notice flowering herbs of a decided European character and, by their side, tropical tree-ferns.

Poespo possesses a branch of the Sanatorium at Tosari. From here to Tosari leads a new, broad road, which is practicable alike for horses and palanquins, and, if need be, also for carts. This road, rich in scenery, can easily be traversed by good walkers. Horso to Tosari, / 2.—, sedan-chair / 3.60; distance $2\frac{1}{4}$ hours. The nearer we get to Tosari, the scarcer the high forest trees become; the forest gradually gives way to fields, where only a few *tjemara*-trees (*casuarinae*) are scattered.

In these fields European vegetables are cultivated, especially potatoes, cabbages, maize, and onions. These and the *tjemara*-trees together give to the Tengger-landscape a peculiar bare European character, quite unlike that of the Preanger volcanoes. Here we can let our eyes range undisturbed, left and right, over the numerous sharp edged ridges and deeply cleft ravines, that, descending from the long, straight, uppermost border of the Tengger-mass,

radiate in all directions, and the steep flanks of which are clothed, as it were, in a kind of patchwork counterpane, with tints of green, yellow, and brown, so that one imagines seeing a relief-map executed in various colours.

If you are fortunate enough to visit Tosari when the Bromo-crater is active, you will see suddenly, and every now and then, fantastic, dense, dark-grey clouds rise above the summit of the mountains, moving slowly like an apparition, and then steadily spreading into many curling peaks, which resemble huge masses of dirty wadding. When at last they manage to get free from the



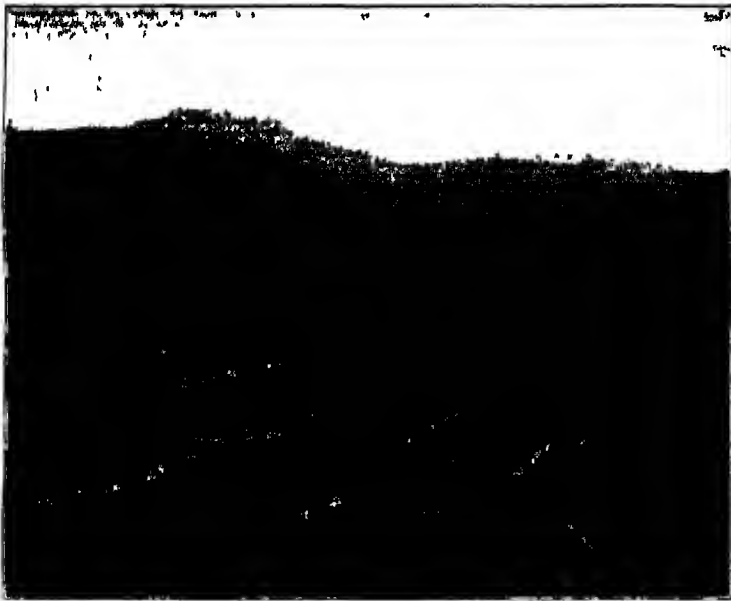
ROAD OF TOSARI NEAR THE SANATORIUM

mountain edge, they assume the most peculiar deceptive appearances, and float slowly away toward the west, whilst some fine oblique streaks at the bottom indicate the volcanic rain of ashes discharged from the cloud of smoke. The dull roaring which accompanies these periodical eruptions may often be heard.

Tosari (5776 feet) is the highest health resort of Java, famous for its cool, and at the same time dry mountain-climate, which makes it especially suitable for the cure of malaria and nervous complaints. It lies on a small promontory of the Tengger-ridges, has been greatly extended of late, and now contains 80 rooms, chiefly con-

structed on the pavilion-system; with dining-, drawing-, reading- and billiard-rooms, skittle- and shooting-alleys and lawns for croquet and tennis. The director is a qualified medical man. The garden is always full of splendid roses, heliotrope, nignonette, and other European flowers.

From the balcony outside the conversation-room, one of the most magnificent views of East-Java may be obtained. Right before us lie the Straits of Madoera, bordered on the south and west by the continent of Java. The lowland, with its numerous fishing ponds and rice-fields, covered with water, shines and sparkles just like the

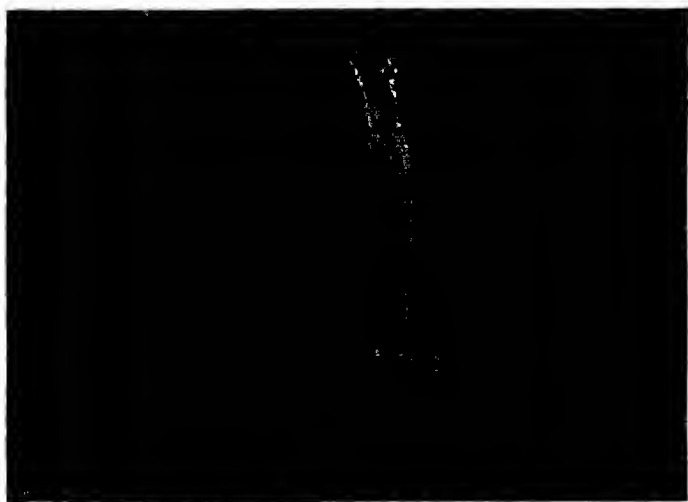


HINDOO VILLAGE NEAR LOSARI

smooth surface of the sea itself, which gives one the impression of the water everywhere penetrating into the very heart of the land. The island of Madoera opposite is only distinctly visible in clear west monsoon weather. To the left, from the north to the south, we observe three mountains, viz. the sugar loaf shaped Penang-goengan, the Ardjoeno with five, and the Kawl with three summits. Between the two last the Lawoe (the most distant), the Willis and the Kloet may be seen in clear weather. Just behind the Ardjoeno one sees the ridges of the Andjoasmoro.

All round Tosari are seen kampongs on the projecting edges of the mountain ridges, with peculiarly-shaped houses. These are the dwelling-places of the Tenggerese, a tribe of Javanese that has remained true to its old, half Brahman, half Pagan religion. On the spreading of Islam, and the downfall of the realm of Madjapahit, they retreated to these mountain ridges, which at those times were hardly accessible, and where they managed to hold their ground in spite of all difficulties. The Tenggerese, though kind and honest, are a rather unintelligent and uncultured race. The stiff etiquette of the Javanese is unknown to them, and they are free and familiar in their manners towards strangers. In the surrounding districts of Tosari, this familiarity has, through the conduct of visitors themselves, changed into downright impudence and covetousness.

They dwell *en famille*, in large, oblong square house without windows and with only one door. The long side of the house invariably faces the crater of the Bromo, which they worship. The passages between the houses are very clean, though the interior is anything but so, nor are the inhabitants themselves, who, in consequence of the cool climate and the scarcity of water, seldom or ever bathe. They occupy themselves in cultivating vegetables, and they till their fields with great care and industry, even along the slopes of the steepest mountains. Consequently, they have almost entirely



WATERFALL, NEAR TOSARI.

stripped the Tengger of its original forest, leaving only here and there a single tjemara-tree for the necessary fuel.

A natural consequence of this is that the water runs away too quickly, which, with the dryness of the climate of East-Java, causes lack of water. Whilst formerly the houses were compactly built of various and beautiful kinds of wood, few of the newer dwellings have anything but bamboo roofs and walls and even this material the Tenggerese have to drag with the greatest difficulty from the ravines, along steep and hewn out mountain paths. The Tenggerese do not cultivate rice, being forbidden to do so by a tradition dating from the time of their retreat before the Mahomedans. They bring their vegetables down to the plain on strong little mountain ponies. The whole of East-Java is provided with vegetables from the Tengger.

Visitors to Tosari, particularly those who have already passed some time in the tropics, are warned to be very careful in bathing for the first time in the cold mountain water of Java, as it is apt to cause dangerous catarrhs. They should also be on their guard against being too thinly clad, and sleeping under insufficient coverings at night.

The table at the sanatorium is excellent, and provided with various European dishes, vegetables, and fruits, whilst care is taken that there are always good guides, horses and supplies at hand to accompany visitors on their excursions in the neighbourhood. Whereas formerly space was very limited, they have managed, in the last years, by digging out embankments, to lay out a promenade with pavilions.

A little higher than the Hôtel Tosari is the air-cure institution Hôtel Tengger (5980 feet). This hotel, of which Mr. J. ELFFERICH is the proprietor, lies on a plateau and is surrounded from three sides by high mountains, so that one is protected from gusts of wind. It is the nearest to the Bromo.

EXCURSIONS FROM TOSARI.

To the Bromo over the Moenggal-Pass.

The best thing to do is to start early in the morning, if possible, before sunrise. You can go on horseback or in a palanquin: the first is preferable. It is possible, but very fatiguing, to walk there and back. It is in any case very advisable to take a horse, and to wear

a large hat, gloves, and a gauze veil over the face, in order to prevent your skin from being scorched.

The road gradually ascends, bordered by plots of cabbage, potato, onion, and maize, varied by young tjemarat rees, planted by order of the Department of Forestry, to make good to some degree the de-forestation of the Tengger.

The monotony of the fields of vegetables is somewhat relieved by the profusion of flowering herbs and wild plants that fringe the road, exhibiting lovely variations of colour between the fields.

If it be remarkable in itself to see in the Dutch East Indies so many different blooming shrubs together, still more surprising is it to observe the similarity with European mountain plants – the so-called Alpine character, of this flora. Among the plants may be noticed wolf's milk mint, blackberries, rhododendrons, chamomile, dandelion, buttercups, wood violets, valerian, edelweiss, wild mignonette, strawberries, brambles, stinging-nettles, forget-me-not, sorrel, etc., reminding us strongly of the European mountain plants. Rape-seed, wild buckwheat, fennel, carrots, peaches and grapes, which also occur here in a wild state, but have been, no doubt, imported by the colonists, also remind us of Europe. Especially when a sudden mist hides the prospect, the solitary pedestrian, only just before suffering from the intense heat of the sun, but now shivering from cold, and observing nothing around him but sombre greyish green pines, from which grey mosses hang down like beards thickly covered with hoar-frost, may fancy himself transported to the European mountains.



PANORAMA OF THE HOENGGA-PASS.

Half-way to the Moenggal-Pass a magnificent perspective is opened out to us in the south. There we see a volcanic peak, the *Seméroe*, standing in all its nakedness, and basking in the yellow glowing rays of the morning sun. It appears as if painted in vivid colours against the beautiful blue expanse, rising from an irregularly planted girdle of olivegreen tjemara-woods. From time to time a white cloud of smoke ascends from the west elde, similar in shape and movement to the clouds of the Bromo.

The *Seméroe* is the highest volcano of Java (11950 feet). The ascent is described in the following pages.

After a journey of about two hours we reach the Moenggal-Pass. Here the road divides into two branches, the left one of which leads for a short time up a steep path, to a small plateau, on which stands a little hut. On the top, suddenly, and quite unexpectedly, an overwhelmingly beautiful spectacle is revealed to the astonished eye of the traveller. This is the prospect over the *Zandzee* (sea of sand), with its volcanoes, *Batok*, *Bromo*, and *Widodaren*. Standing on the edge of a steep precipice, we see below us in the valley an extensive lake, almost as smooth as a mirror, which, however, is not filled with water, but with a yellowish-grey desert sand. From out of this sandy plain rise three different mountains; first the *Batok*, a greyishturban, with radiating ribs and curves, scalloped bases, and a softly indented, flat top, so regularly shaped that we might fancy it had been newly turned out of a gigantic pudding mould.

From behind the *Batok* partly obscured by it, a murky, fantastically-carved ridge is still to be seen, which evidently encloses a deep cave, as a portion of the steep, precipitous, and pitch-dark interior can yet be observed, set off against the green declivity of the *Batok*. This is the furnace of the crater *Bromo*, from which emerge clouds varying in hue and size according to the activity of the volcano, from slender columns of white blue vapour, to huge masses of black smoke.

To our right these ashy, grey, bare, mountain ridges border on similarly-shaped verdant ribs radiating downwards from a ridge gradually rising to the west. This is the north crater-wall of the *Widodaren*.

Behind and almost entirely hidden by this triple mountain complex standing in the sandy plain, we observe a high steep wall rising with an irregular border. This is the *Idër-Idër*. To the left (east) this border wall of the sand-sea suddenly slopes down into a much lower and perfectly straight bulwark, which reminds one of a dyke wrought by human hands, running perpend-

icularly with the Idèr-Idèr, and connecting it with the Moenggal, the north ridge upon which the traveller is standing. The latter wall, we see, extends in a fantastic and declivitous manner right and left. To the right, by means of lower hill ranges, it connects with the south-west border of the Widodaren. To the left, (East) it rises with a row of continually rising tops, to the *Penandjadin* (9000 feet) and the *Argawoelan*, which obstruct the prospect on that side. The Idèr-Idèr also reaches its highest point close above the connecting dyke towards the east, called Goenoeng Poendak Lamboe (= shoulder of the ox, 8560 feet). The dyke itself is called the Tjemara-Lawang, or the Gate of the Spirits.

Right across it, an extensive view is obtained. In bright weather we can see the serrated edge of the Jang-mountain and the clean cone of the *Lamongan*, which is always smoking. To the south, of course, is the majestic cone of the *Seméroe*; thus there are three working volcanoes close to each other. The formation of the landscape is explained as follows: —

The sand-sea, is the bottom of the gigantic crater of a no less gigantic volcano, the Tengger. This crater forms a circle, of which, in the north-east a segment has been cut away. The rounded sides form on the north the Moenggal, and on the south the Idèr-Idèr. The North-eastern side of the crater is much the lowest, probably as the result of an eruption which caused the mountain to split to the very foot and allowed the mud and lava to run from that side of the crater through the gap into the valley, for the high north and south walls (Moenggal and Idèr-Idèr) stretch far away in a north-easterly direction, past the sand-sea, along the whole mountain slope, like the gradually decreasing side walls of a mountain rift. This rift is the valley of the Kali-Bates.

When the working of this giant crater had decreased, or entirely ceased, four new craters formed in its interior.

Three of these are situated upon the longitudinal diameter of the sand-sea in the shape of circles whose walls impinge upon each other, either internally or externally, and they have probably been formed in succession; the Widodaren, the Giri (which, from the north, is hidden by the first-named) and the Bromo. The fourth, the Batok, lies north of the great eruption cleft, and is separate and intact. South-east of the Giri is the Goenoeng Kembang, a fifth and smaller centre of eruption, which appears to be the highest point of the Widodaren. 1) The crater floors of the

1) See Fennen on the Volcanoes Seméroe and Lamongan, Mining Annual of the Dutch East-Indies (1896) Scientific Section.

Widodaren and the Giri exist in the form of small sand-lakes enclosed within their partly destroyed walls. They are called Segarawedi Kidoel and Segarawedi Lor. The Giri has destroyed the eastern edge of the Widodaren and has cast itself up within the crater of the latter, to find, in its turn, the Bromo appearing on its eastern flank as an outwardly impinging crater.

A deathlike silence reigns over this scene of the destructive forces of the earth; the mysterious quietness of the grey-green mountain sides and the bleak sandy desert is undisturbed by the metallic rustling of the wind through the tjeinaras, a sound that makes one think of the approach of a train.

Sometimes we are surprised by the sound of voices from the other side of the sandy plain, but we seek in vain for human beings. If we accidentally distinguish a pedestrian or horseman in the midst of the Dasar, then, and not till then, does it strike us how gigantic are the dimensions of that plain and of the surrounding mountain sides. Everything is too light, too clear, too peaceful, too silent, to convince the spectator that inside the bowels of those apparently slumbering mountains, the blazing crucibles of the earth are hidden. But the consciousness of their presence gives to the extraordinarily beautiful landscape something mysterious and thrilling. The conviction that this rest and stillness are deceptive and treacherous fills us with wonder and awe.

If we happen to be present at an eruption of the Bromo, then, of course, the aspect is totally different. The bleak volumes of smoke rise with a roaring noise, and with tremendous speed, whilst a shower of stones and lava falls in and around the crater, and the thundering voice of the volcano sounds terrifying between the trembling rocks. All of a sudden it ceases, as if listening in astonishment to the overwhelming silence that reigns around, whilst the soft entwining folds of smoke float away like a mountain spirit, clad in a garb of fleecy white.

The descent to the sand-sea is along a very steep zigzag path, which is rather too dangerous and difficult for horses, so it is better to dismount.

At the top of the stair-like path we discover, on both sides of the hill ranges, small vaulted holes, dug by human hands. These are the places where the Tenggerese sacrifice to their Dêwa's, or spirits, when setting foot in the dwelling-places of these invisible beings.

On the precipitous Moenggal Pass we often encounter scooped-out walls, where we have occasion to observe how the whole mass of the crater-wall consists of parallel sloping layers of volcanic sand, lava, and stones (hardened mud or coagulated lava).

This makes it probable that at least the more superficial layers, that built up the Tengger, have fallen and settled there by consecutive eruptions of the sand-sea crater. When those eruptions decreased so much in violence that they no longer burst up the whole bottom of the crater and flung it over the wall, the four mountains that are now to be seen raised themselves one after the other upon and near a crack in that bottom.

To reach the Bromo, it is necessary to ride round the west and north side of the Batok. When doing so, we fancy from time to time that we are riding in a desert. The grey sand sparkles in the sun, sends up whirling eddies and in the trembling hot layers above its surfaces causes mirages that remind one of the morgana.

Here and there grow greyish hoather and lank cypress grass. The Roedjak, the south part of the sand-sea, is better covered with a carpet of high grass and ferns. Here graze hundreds of half-wild horses, that run about entirely free. At times we observe their bones lying about here and there, which is a sign that a dying horse has been attacked and devoured by wild dogs (*atjaks*).

Should clouds gather over the Tjomara-Lawang, and float slowly over the softly-ribbed waves of sand and hillocks that have been swept there by the wind, then we imagine ourselves suddenly removed to the shores of the North-Sea, and fancy we breathe the chilly air of a misty autumn day.

On arriving at the east side, the Bromo appears in its entire circumference as a gigantic, naked, compact belt of lava, with sharp edges and deeply serrated and carved slopes. A labyrinth of rounded sand-hills, confusedly mingled together, has been washed away from its foot by the water. The shining tops of these hills, hardened by the sun, are marked out like the lining of square tarpaulins against the opaque grey slopes caused by the rain. These rain-gullies begin about the middle of the slope. Above, it gets steeper, and is covered with volcanic ashes.

From one point of this border we observe wooden stairs which run up the edge of the crater. These stairs are renewed by the Tenggerese once a year, when the great Bromo-festivities take place, which they celebrate in honour of the principal spirit, Dêwa Soenan Iloe, in the month of May. Thousands of people camp on this occasion on the sand-sea at the foot of the Bromo, whilst their priests, dressed in motley robes made of different highly-coloured patchwork and adorned with rough cabalistic figures ascend the stairs, and throw offerings into the crater. Dried Indian corn-stalks, palm-leaves, empty match-boxes, and other remains, remind one long afterwards of the presence of these crowds.

The huge pieces of stone spread about the Bromo and upon its slopes, are the product of extraordinary violent eruptions. They consist of dark lava, intermingled with large sparkling crystals. The ascent of the Bromo (only 714 feet above the surface of the sand-sea) is very easy, and unattended with danger, unless at the time of the before-mentioned violent eruptions, which are, however, very rare. We can go on horseback as far as the stairs.

Arrived at the top, we look down into a steep crater, at least 600 feet deep and without a sharply-defined bottom. Far below in the depth, fumaroles and solfataras boil and foam; blue sulphurous fumes rise to the surface, whilst small streams of ashes are hurled with whizzing, rumbling noise along the smooth walls, and back into the depths. It is possible, but not easy, to walk along a small upper ledge, entirely round the crater. Having reached the highest point, on the side of the Segarawedi Lor, we can look into this latter craterbottom, which forms a miniature sand-sea in the shape of a crescent.

Those that wish to see as much as possible of the Tengger-mountain within a short space of time, would do well, after having ascended the Bromo, to push on immediately across the inner wall of the Tjemara Lawang to *Ngadisari*, the highest village of the Tengger, where a *pasanggrahan* (provided with a fireplace) affords a good opportunity for passing the night. The little village is splendidly situated on a narrow mountain ridge formed by the rivulets that run into the large crevice of the Tjemara-Lawang, and have dug out ravines which admit of a view into the structure of the deeper layers of the volcanic mass, consisting of a bright coloured lava stone interspersed with soft tufa. If not too fatigued, we may, after having partaken at Ngadisari of the customary rice-table ride on to *Soekapoera*, along the beautiful bridle-paths, that follows with precipitous slopes and bold leaps, the ravine of the brook *Prahoë*. To the left, we first have the huge piles of the Goenoeng Penandjaan and the Argawoolan; next the latter protrudes as if it obstructed the road, but the path breaks through a narrow crevice at the foot of the mountain, to descend into the gradually-broadening valley of *Soekapoera*.

The tjemaras give way to all kinds of wild foliage, which in turn, only too soon, gives place to extensive coffee plantations. The delightful coolness of these dark-green plantations compensates the tired horseman for their monotonous gloom.

For f 8 we hire at *Soekapoera* a carriage, by means of which we can reach Probolinggo before sunset. It is advisable to order a carriage beforehand from Probolinggo.

Probolinggo.

This place is handsome, picturesque and more animated than Pasoeroean; the principal attraction is a broad avenue of splendid tamarind-trees, which leads to a large aloe-aloe, where the railway station, the mosque, the residence of the Regent, and the prison are situated.

A curious feature of Probolinggo is its harbour for native sailing craft, which has been constructed on a wrong principle, the piers diverging instead of approaching each other at the seaward end; the result being that the waves are rather troublesome. Hotel Eggen.

From Tosari to the lakes.

Meaning the lakes in the saddleback mountain, between the Tengger and the Seméroe.

The journey leads across the Moenggal-Pass, through the Basar in an easterly direction round the Bromo etc., through the Roedjak and across the Idér Idér, to the flat country, north of the Seméroe; it takes three days.

This high plateau can be divided into a northern part — the saddleback between the Idér-Idér, and the promontories of the Seméroe; and into a southern part — the high level round the Goenoeng Kapala. The first contains three lakes, Ranau Pau, Ranau Radoelo, and Ranau Dringo, the latter one only, Ranau Koembala. It is bordered on the west by a mountain wall in the shape of a semicircle (according to JENSEN the Goenoeng (Garoe) rising with several tops: the Ajek-Ajek, Koetoegan, Koekoesan, and Djambangan, from 9300 to 10000 feet.

From the south part of this plain rises an obtuse cone, the Goenoeng Kapala (9864 feet, Goembar according to JENSEN), which merges with its south side into the north slope of the Seméroe. Upon this pass lies a ruin, called Retjapada. At the east side, the high level is not bordered by a mountain wall but descends with a steep slope to the plain of Loemadjang. Nevertheless, only one of the four lakes the Ranau Radoelo has an outlet for its water. This high plateau is considered to be an old crater bottom, the Goenoeng (Goembar represents the west part of the crater-wall, whilst the other part has been entirely destroyed. The Goenoeng Kapala has formed itself into this crater plain, like the Batok in the sand-sea, and on the edge the Seméroe has arisen like Vesuvius on the borders of Monte Somma. From this crater plain the Seméroe is easy of ascent.

The *Seméroe* or *Mahameroe*, the highest volcano of Java (11950 feet) has a perfect lava-cono which is completely bare.

The crater is not found on the highest summit in the north-west, but somewhat lower in the south-east. This is called the *Djeng-grang Solaka*.

From Tosari to Malang or Lawang.

On horseback to the foot of the *Tengger*-mountain, then on by car. This journey takes from seven to nine hours; we have the choice of two routes: —

- 1°. On the road to the *Moenggal*-Pass, we turn to the right at the *Tengger-desa* *Podakaja*, and ride to *Ngadiredja* and *Ngadi-poera* (close to *Nangkadjaja*) where there is an hotel, till we come to *Bodu*, on the *Goenoeng Koemba*. At this point, the road branches off north across *Poerwodadi* to *Lawang*, and south across *Djabueng* and *Pakis* to *Malang*.



KAMPONG IN THE DISTRICT OF MALANG.

- 2°. Across the *Moenggal*-Pass, through the sand sea in a western direction to the *Idio*-Pass, and across this along the lower slope of the *Tengger* to *Toempang*, and thence by car to *Malang*.

The first part of these routes abounds in beautiful natural scenery. With regard to the last part, the ride to *Lawang* is the most attractive.

Malang.

(1446 feet). A flourishing and rapidly-growing town, head quarters of the "Assistant-Resident", and of a strong garrison. It lies on the upper reaches of the winding *Brantas*, which runs in a south-west direction. It is celebrated for its cool and agreeable climate, and is very well adapted as a central starting-point for trips to the *Tengger*, the Southern mountain range, the *Seméroe*, the *Kawi* and the *Ardjoeno*.

Shorter excursions in the environs are well worth taking, to the ruins of Singosari, to Lawang, to Batoe (where we find temple ruins in the Saddleback between Kawi and Ardjoeno); to the bathing-place Mendit (ruins); to Boereng and Toempang, Singaredja and Singana, Ngantang and Pakis, all of which have relics of Hindoo-times.



ALOEN-ALOEN OF MALANG.

There are several hotels at Malang, among others the Hotel Janssen (formerly Lapidoth) and the Hotel Janssen (formerly Wichan). In addition to the hotels, there are two clubs and a fine aloen-aloen.

EXCURSIONS FROM MALANG.

I. To Batoe or Sisir, Ngantang and the Kawi.

Batoe lies in a north-west direction, at a distance of twelve miles from Malang. 2900 feet above the sea. It has a *pasanggrahan*, and is the residence of a "controleur".

Just past Batoe, there rises a precipitous bare mountain-wall, the Radjeg-wesi (iron fence) connecting the Kawi with the Kookoesan, the first summit in the Andjasmara-range (the west promontories of the Ardjoeno). Across it, at a height of 3850 feet, the road leads to the district of Ngantang. To the north of Batoe, the Brantas rises from a narrow dark gap in the south west slope of the Ardjoeno. This spot is well worth a visit. The Radjeg-wesi forms the western watershed between the Brantas and the territory of the Kali-Konto, which, although rising close to the Brantas, does not discharge itself into it until a good way on its course. Flowing in a westernly direction it forms a surpassingly beautiful valley, through which runs the road to Ngantang; one of the loveliest routes of Eastern-Java.

From Batoe we can ascend the Kawi and the Ardjoeno (for the latter, see Prigèn).

Seen from Malang, the Kawi shows three obtuse summits, the middle one of which is the highest. The southern most is called Goenoeng Pitrang (8385 feet). The middle one has several tops, of which the hindmost, the Goenoeng Boetak, is the highest (8416 feet), and the foremost of which is called the Goenoeng Tjemara-Kandang. The north elevation of the Kawi mountains is specially named Goenoeng Kawi, and is 8580 feet high, and before it, just above Batoe, lies the Goenoeng Panderman (7312 feet)

The Kawi is an extinct volcanic range. At Singariti near Batoe, hot mineral wells are to be found. On the middle top, we meet with an old crater valley; the Oro Oro level, covered with mountain-grass (*Festuca nubigena*) bordered on the west by a steep crater-wall (the above-named Boetak), whilst of the rest of the circumvallation, a part only has remained on the east side—the Tjemara-Kandang. On the Boetak and the Oro-Oro level Hindoo antiquities are found.

II. To the South or Kidoel-Mountains.

The road (now with a steam-tram leads from Malang in a southern direction, over *Boeloe Lawang* to Gondang Legi and *Toerèn*, through the fertile plain of Malang, which towards the south, gradually sinks. In that direction, therefore, runs also the Brantas, so as to connect itself near Boemi Ajoe with the Lesti, which, rising on the slopes of the Semeroe, runs along the north edge of the Kidoel-mountains. The Lesti does not take up any tributaries from this mountain range except in the east part; all the other water that accumulates between the chalk hills of the Kidoel runs in a south-west direction into the Indian Ocean

The Kidoel-mountains do not reach any considerable height, the highest summit west of Soember Doerèn is 2860 feet. It was formerly wild and uninhabited, entirely covered with dense virgin forest. At present, like the slopes of the Semeroe, it has been occupied partly for the cultivation of coffee, which is, however, more successful on the volcanic slopes of the Semeroe than on the chalk and marl of the Goenoeng Kidoel, where many plantations have already been abandoned.

By order of the Government, a stretch of wood some miles wide has been left along the south coast, ostensibly in the interests of securing a proper rainfall and for the defence of the country but in reality owing to the fear, (which has since proved to be imaginary),

that too great an extension of private plantations would cause a dearth of labour in Government coffee-plantations of Malang, the most important in Java. Consequently, the south coast is, as formerly, still very difficult of access and can only be reached of certain points viz., at Kandang Tawa, south of Ardjawilangoen, in the west, and at Sringanga, south of Gondang Legi, in the middle.

The ride through the woods and the view of the wild south coast, with its everlasting roaring and foaming surf, richly repays for all trouble. Those who wish to visit plantations on the Seméroe, or in the east part of the Kidoel-mountains, can go by conveyance *via* Toerèn to *Dampit*, where they must have a horse ready waiting for them. Most of the plantations are connected by telephone with Toerèn and Malang.



VIEW ON THE COFFEE-PLANTATION KALI BAKAR, SOUTHERN SLOPE OF THE SEMÉROE.

III. From Malang to Singosari and Lawang.

By rail or carriage. The high road is a broad and beautiful avenue, with gigantic tamarind- and djati-trees. *Singosari* or *Pagentan* is celebrated for its Hindoo antiquities. At the station take a conveyance to the "Tjandis," which, though much injured, are well worth a visit. These gigantic images represent Ranasas (guards of the temple). Moreover, we find a Nandi, a Ganesa, two sun-chariots, and the image of a female Buddha worshipper.

From Singosari, the south top of the Ardjoeno can be ascended. (See JUNGHUN, "Java", p. 1143).

Lawang

is situated 1600 feet above the sea, on the line to Bangil, has two modest hotels (Hotel du Chemin de Fer and Hotel Lawang), and a small club. It lies very picturesquely at the watershed between the high level of Malang and the littoral of the Kali Welang K. Kraton).

Many retired officials and others have taken up their quarters at Lawang, whilst the inhabitants of the roasting-places often seek temporary shelter there from the heat.

Pleasant excursions may be made in the neighbourhood, which abounds in lovely scenery, as at this spot the slopes of the Ardjoeno and the promontories of the Tenggor approach most closely to each other. The waterfall of Lawang, upon the Alkmaar-estate, formed by the Kali Welang, at the foot of the steep hill Bawen, beautifully covered with vegetation, precipitates itself in the midst of a dense vegetation of tree-ferns etc., about eighty feet, from a perfectly perpendicular wall, into a natural pond, the water of which always shows considerable motion.

It is to be reached from Lawang in about an hour and a half or two hours there and back, with a car to Blimbing and thence to the right, twenty minutes on foot, to a shed, from which a glorious view of the fall and of the whole neighbourhood can be had.

The so-called Hill of Lawang, Wedon, about 900 feet high, is a small stoop parasitic cone at the foot of the Ardjoeno, whence a beautiful perspective is obtained. Polaman is a dessa at about an hour's distance from Lawang, with a holy cave (hermit's cave) and a fishing-pond.

To Prigèn and the Ardjoeno.

From Malang viâ Lawang to Bangil, by rail. This line, which as has been mentioned above, reaches its highest point (1688 feet) near Lawang, crosses to the north of that little place beyond several low-lying ravines, with steep banks, which have necessitated the erection of a great many works, especially colossal bridges. The one at *Senteel*, near Lawang, is particularly remarkable for its iron girders.

From Bangil we can go by rail right through to Soerabaja, or to Pasoeroean and Probolinggo, or else get out at Soekaradja and go in a small car to Prigèn on the Ardjoeno. Coming from Soerabaja, we get out at Porong, and there take a car for f 5. All the three roads lead across Kasri Pandagan, the district capital, near which we observe a large sugar-factory. Here it is best to procure a fresh horse, as now the difficult work of climbing begins.

Prigèn lies on the north east slope of the Ardjoeno, at a height of 1885 feet and boasts a very picturesquely situated hotel, which is much patronized by travellers and invalids from Soerabaja. From the terrace, which is covered with all kinds of beautiful European flowers, we enjoy a magnificent view of the Penang-goengan, and the lowlands of Pasoeroean.

The climate is agreeably cool, the richly-wooded surroundings afford plenty of opportunity for little excursions, such as to the waterfall of Trètès, Ledoek, the ruins of Indrakila and to Palembang and Trawas.

The Ascent of the Ardjoeno.

Prigèn is a very good starting-point for the ascent of the Ardjoeno, particularly for its most northerly summit Goenoeng Waliran (sulphur mountain). This excursion is no less beautiful and interesting than the journey up the Tengger hills. To the admirer of the wild flora of the Javanese mountains it affords even more delight, as the cultivation on the Ardjoeno does not reach much higher than 3000 feet and because everything from that level as far as the bare crater tops is covered with tjemara and oak woods, alternating with grassy plains and bare rocky walls. The low herbs that shoot up under these trees are richer and more luxuriant still than those on the bare Tengger.

Tourists who are strong and in a hurry, can, if they wish, do the journey from Prigèn to the Waliran and back again in one day, especially when clear moonlight allows them to leave Prigèn late at night.

We go on horseback to Lalidjiwa, a small country-house at a height of 8775 feet (four hours riding), and thence on foot to the crater (three hours climbing).

The descent, of course, takes less time, so that we may get back before sunset to the hotel at Prigen. But more pleasure can be obtained if we are in no hurry. In that case, we go the first day to Lalidjiwa, and stay there until three o'clock in the morning, in order to reach the top by moonlight or by torchlight, to witness the sunrise. Having rested a few hours we return to Lalidjiwa, and if necessary, in the afternoon to Prigen. We might also start from Waliran, to visit first the other summits of the Ardjoeno, which can be done in 6—8 hours there and back.

Those that do not wish to return to Lalidjiwa can descend from the south-east top (the Widodarèn) to Singosari or Batoe. But in



KAMPONG AT PRIGEN

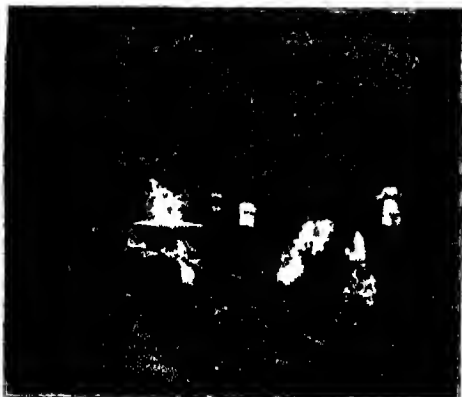
that case it is necessary to provide good guides and provisions beforehand. Water especially, must be taken because there are no wells to be found in the dry tjemara woods, above 3000 feet.

He who ascends the Waliran on a clear day, constantly sees before him the bare peak, like a desolate heap of ruins, over which lies a yellowish-grey haze caused by the dry cypress-grass, which, with the red-green vaccinium shrub, is the only plant that

can thrive in this dreary wilderness of ashes, lava, and brimstone.

At first the road leads along rice-fields and through the dessoes Palembang and Trètès, then through coffee-plantations, after which wild trees prevail. The fresh green of European tint, and the gnarled branches of the oak trees that are marked out against the dull greyish-green of the gloomy tjemaras are pleasant to the eye. From a plateau, on which a hut has been built, we get a splendid view across the plain. Near this plateau flows a clear fresh mountain-brook, which makes this place very convenient

for taking a rest and refreshing the inner man. Here begins a steep and difficult road, which now leads across a ridge, almost bare or sparsely clad with tall grass and ferns, that necessitates our dismounting and climbing for some distance. Soon after we get into the forest again, which here consists almost solely of *tjemara*-trees. In the West Monsoon, and in the beginning of the dry season, the ground is covered with high fragrant herbs, of the kind which attracted attention on the Tengger. At the end of the East Monsoon, however, all these are often scorched and sometimes entirely burnt up. At those times, a ruddy glow may be observed near the summit, giving the impression that the mountain has returned to its former volcanic activity; as a matter of fact, it is only a forest fire, in the dry resinous *tjemaras*.



WATERFALL NEAR PRIGEN

The wood is here much denser, and consequently more imposing than that upon the Tengger.

Silverbearded mosses hang in bunches and festoons from all the branches and trunks of the trees, giving to the quiet, monotonous, and melancholy wood, if possible,

an even more North European character. Though the quickly travelling tourist seldom gets a chance of coming across game, yet the Ardjoeno is still plentifully supplied with deer, kidang (roe), *kantjil* (dwarf deer), boar, panther and tiger, and the woods provide sport for numerous native and European hunters.

Lalidjina ("forget your soul") is a low but strong and practically built wooden cottage, which was erected here by a former English resident of Soerabaja, and is now at the service of tourists who wish to dine there and stay the night at an extremely reasonable rate, viz., £1 for lodging, and £2.50 for board. It has been fitted up like a ship, with several cabins opening out into a central room, so that it can accommodate more people than one would expect from its outward appearance. It is situated on a lovely grassy plain surrounded by *tjemaras*, whilst a crystal clear brook of very cold mountain water murmuring by its side fills a bathing pond.

The garden abounds with roses, geraniums, fuchsias, mignonette, heliotrope, dahlias, and violets, and some European vegetables are also cultivated here. Other provisions visitors have to bring with them from below, as well as warm clothes, and a blanket.

The spot is bordered on three sides by the conical ridge of the Ardjoeno. Straight before us the east wall of the Widodaren rises perpendicularly with its bare, grey, horizontal lines. It is cleft in hundreds of spire-like columns. To the left of the highest top the edge of this perpendicular wall descends like a mountain ridge, as far as a cone, that rises to the east in front of the Ardjoeno.



FOREST-THICKET IN THE MO

This is the Goenoeng Ringgit (called by Jung-nuhn the Indrokilo), which, at Lalidjiwa, is therefore already behind the traveller. To the right we observe the bare cone of the Waliran.

As long as we remain in the tjemara wood, the ascent of the Waliran is pretty easy, but above the edge of the wood, where only the bushy vacciniums and rhododendrons take root between the lava-stones, the road becomes steep and difficult.

The north east wind also is often so piercing and cold that it becomes objectionable, which is the reason why tourists, directly they get on the top, involuntarily look out for shelter in the extinct pits of the crater, in order to protect themselves against the dry, piercing wind, and to bask in the sun.

Along the partly collapsed edges of several former craters that have destroyed and supplanted one another, and the side walls of which have partly remained standing like rocks, we reach at last, with some effort, an extensive plateau, from which we suddenly gaze into the gaping abyss of a large intact crater.

Hissing vapours force their way out of the yellow glittering and sparkling gaps on the opposite corner of the flat sandy crater

bottom. These are the solfatares, whence the Waliran derives its name.

The ascent is not the less interesting if it is made among misty clouds, through which we climb in the dark as it were, to unknown and invisible regions, divining rather than seeing the deep ravines on both sides. At every gust of wind, new monsters mysteriously appear before our eyes, like gigantic, silent ghosts peeping from their clammy white shrouds, and then vanishing quickly and noiselessly. Irritating sulphurous smoke, and a fierce far-off hissing, indicate the vicinity of the great furnace, but nothing else is to be seen than grey slopes enveloped in clouds, until suddenly we retreat in alarm before the appalling depths that unexpectedly yawn at our feet.

Following the example of the nimble brimstone-gatherers, it is possible for people who do not suffer from giddiness to descend into the crater, in order to witness the escape of the vapours and the sublimation of the sulphur close by. It is also possible to walk round the edge of the crater, and, in bright, clear weather, to admire the beautiful prospect that is to be found on all sides.

The Penanggoengan, Andjasmara, Lawoe, Willis, Kloet, Kawi, Seméroe, Tengger, Lamongan, Jang and Ringgit are lying round us in an immense circle. Far below us stretch the green fields of three provinces, covered everywhere with the glistening and sparkling silvery squares and ribands of rice fields, fish ponds, and rivers. Far away in the distance, the limestone tops of Rembang and Madoera appear, and, in the east, the great sparkling and smooth surface of the sea, dotted with hundreds of small white sails.

Towards the south-west, in the direction of Malang the prospect is intercepted by the ridge of the Ardjoeno, from which four summits stand out. The first three are cones with more or less serrated and scalloped tops. The nearest is the most incomplete: a lateral eruption has evidently partly destroyed it. The next is called Goenoeng Kembar, the third Goenoeng Bakal. The last and highest top (10852 feet) bears the often-used name of Widodaren. This must be considered as the remains of a conical crater edge on the highest elevation of an enormous old crater-wall, which to the south, towards Lawang and Malang, has burst open and collapsed.

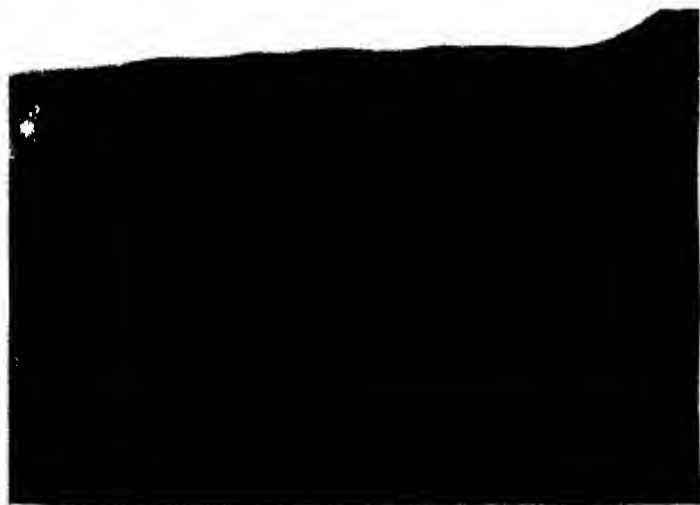
Through the Eastern Provinces of Java.

Continuing the journey by rail from Pasaroean in an easterly direction, we at first steam through flat country similar to that at the other side of the town. At Probolinggo the line leaves the

plain of the northern littoral and ascends the mountain saddle of Klakah. Just before reaching the station of Litjin we have behind us a fine view of the receding plain down to the sea. Further on we pass through a parched region with scanty rain fall. We cross several dry, deeply-cut river beds. On a clear morning there is a grand view of the volcanoes on either side. To the East the Jang-mountain, with its noble outlines, rises aloft in terrace upon terrace.

From Klakah a branch line runs to Loemadjang and Pasirian. The firstnamed place (Grand Hotel) serves occasionally as a starting-point for the ascent of the Seméroe. Travellers who do not wish to undertake this difficult journey may witness a remarkable effect of the eruptions of this volcano by proceeding as far as Pasirian. On that trip the train crosses bridges which formerly spanned deep ravines but now almost touch the road. These are the so-called "alkali-sands"; valleys almost entirely filled up by the substances thrown up by the Seméroe.

From Klakah (pasanggrahan) the very active, but neither high nor dangerous volcano of Lamongan may be climbed, or at any rate an excursion may be made to some of the fine crater lakes which surround its base, if possible especially to the magnificent lake Ranoë Pakis (the Ranoes Klakah and Bedali are larger and nearer) and to the parasitic cone which was thrown up in 1898 in the middle of a Government coffee plantation.



CRATER-LAKE OF THE INDIA

Past Klakah we enter the southern plains of Eastern Java, where young plantations, especially of tobacco, are gradually pushing back the wilderness. The central point is called Djember. Near the small station of Kalisat the line divides into two branches, one of which leads to Bondowoso, the capital of the Residency of Besoeki and thence to Sitobondo and the port of Panaroekean, and the other to Banjoewangi, whence a visit can be made to the great volcano Idjen.

From Banjoewangi to the native village of Litjin, where there is a pasanggrahan, the road is excellent and conveyances can be had without trouble. At Litjin we must mount on horseback and follow a forest-path to Oengoepe-Oengoepe, on the plateau between the Merapi and the Ranteh, at an altitude of about 8175 feet.

The best plan is to sleep in the little travellers hut and proceed the next morning to the Kawah or active crater. This contains a lake of sulphuretted water, situated on the slope of the volcano Merapi; in this neighbourhood active solfataras can always be seen. The water of the lake is a bright green and, together with the brilliant colour-effects of the surrounding rockwalls, affords a remarkable sight.

From the Kawah the return journey is made to Oengoepe-Oengoepe, whence the road runs over the Idjen-plateau, a gigantic collapsed crater, full of smaller volcanoes of singular and varied shapes. It now descends slowly past the cattle-breeding station of Danipit to the coffee-plantations Kali Sat and Blawan. Near these is the so-called Djeding, a chalky basin built up by the warm water that fills it. The Djeding lies below a steep wall of rock at the borders of the Kali Sat, which forms a waterfall descending into the narrow gap of the Kali Banjoepait.

From Kali Sat (between 3600 and 4000 feet) the road climbs the Kendeng Range, forming the edge of the old crater, and in the course of an hour or two we have reached a height of over 5500 feet. Here we enjoy a magnificent view of the plateau, which is bordered by several giant mountains of which the highest is the regular cone of the Roesen (10850 feet). From this point the road falls away gently along the outer slope of the volcano, past the coffee plantation Pantjoer to Pradjekan, where we can take the train and continue the journey to Soerabaja.

The journey is only practicable with the assistance of the managers of the various plantations. It can be made in a reverse direction, but if that is done the aforesaid assistance must be solicited right at the beginning of the tour. In that case, however, the traveller has the advantage of seeing the incomparable crater

panorama of the Kendeng border before he has even seen anything of the craters themselves. He is here at twice the altitude of the Moenggal-pass on the Tengger, consequently his range of vision is far wider and the view creates a far stronger impression of grandeur, but the sense of solitude is wanting.

The savage volcano group of the Jang, adjoining the mountain mass of the Idjen, will become more accessible than it is now when the scheme for establishing a sanatorium on its high table-land has been realised.

FROM BATAVIA TO PADJANG.

Towards 9 a.m. we leave the harbour of Tandjong-Priok, where, behind the silvery surface of the water, with its vessels painted white, grey, black, and red, basking in the rays of the sun, the mountains Gedeh and Salak raise their delicately violet hued profiles in the morning air.

Until not so very long ago the small island on our left, Onrust, resembled a little Dutch town floating in the sea, but its long abandoned dockyards have now mostly been dismantled. Close to it lie Kuiper (with an old round fortified tower), Kerkhof (Kêlôr), and Purmerend. Between this group and Edam, with its lofty lighthouse, lie the small islands of Alkmaar, Enkhuizen. Haarlem, Monnikendam, Hoorn, and Leiden, all covered with green foliage.

Soon after we leave the island of Amsterdam to starboard and pass (Groot Kombuis on the right, Maneter on the left, and Poeloe Pandjang in front of the bay of Bantam. It now begins to get warm on deck, the awning has been let down long ago, and now and then we can catch a glimpse of the "Great Mountain" of Bantam, also called Gedeh, the hill near St. Nicholas point, (1935 feet high), and of Goenoeng Karang (5780 feet) behind. Later we enjoy for a moment the picturesque view of the hills sloping down to the sea, with their feet encircled by a garland of cocoanut palms, beneath which kampong houses lie hidden.

Leaving the Hoorn-islands and the Varkens (Pigs) island on the right and St. Nicholas-point on the left, the ship steers south of the island "Dwars-in-den-weg". From the lighthouse of Anjer, which is marked out against the background of woods like a huge white signpost, we make due west and straight for Krakatau, beside which on the north, the low Lange (Long) island is situated

with Varlaten (Deserted) island in the rear, next to which the precipitous walls of the high island Sebesi (2743 feet) rise from the sea.

A little more to the right lies the island Seboekoe (1385 feet), and in the north-west we discern the shore of Sumatra, with the mighty mountain ranges of the Lampongs, the Radja-Basa, and the pointed Keizerspiek (Emperor's peak).

In the south and south-east, the capes of Java (third and fourth point), and the mountains Karang and Poeloe Sari, south of Nicholas-point, obstruct the horizon, but we are fascinated by the colossus which, on the 27th August 1883, threatened West-Java and South-Sumatra with complete destruction.



Krakatau (Poeloe Rakata).

According to the geologist VERBECK it is supposed that the partly destroyed volcano Krakatau, in the direction of which we are now steaming, is, with some others, situated upon a crevice or crack in the crust of the earth, along which slight sliding movements of the layers of that crust may occur, and that these, in their turn, may exert pressure upon the molten substance underneath. It is also supposed that water flows more easily into the subterranean open spaces here than elsewhere, and that directly this water comes into contact with the molten substance, it generates steam at high pressure, which causes eruptions.

Some months before the great eruption took place, volcanic



KRAKATAU.

activity had been observed along the gap, especially in the month of May, and on the date of the eruption, (August 27, 1883), the pressure of the gases appears to have been so great that the crater tunnel of Krakatau, which had been at rest for 200 years, was burst asunder, and the lava forced its way through

As far back as May, volumes of vapour had escaped in that manner, reaching a height of 35,000 feet, and on the occasion of the great eruption they rose to 36,000 feet five times the height of Mont Blanc. Eighteen cubic kilometres of mud and pumice-stone were thrown up; the heavier ashes descending on the whole of South-Sumatra, Bantam, Batavia, West-Preanger, and Krawang, so that this area, as large as the whole of Ireland, was veiled for some hours in darkness, whilst the finer ashes spread over a surface twenty times larger than the Netherlands, and the finest particles shot high up into the air, and caused the beautiful sunsets which were observed for many months afterwards over the entire globe. The reverberation of the eruption was heard within a circle with a radius as long as the distance between England and Constantinople; fatalities caused by burning cinders occurred at five geographical miles distance from the place of the catastrophe, whilst everything that was nearer, like Sebesi, with its 2000 inhabitants, experienced the fate of Pompei.

The greatest calamities, however, were occasioned by the tidal wave, which, caused by the eruption and the collapse of nearly half the volcano, ran up the surrounding coasts. In the bay of Telok-Betong, for instance, this wave rose as high as 78 feet, throwing a steamship a distance of two miles from her anchorage, right over the harbour-head, into the midst of a Chinese market-place. On the west coast of Java it swept away in its receding course 36,000 people, with their cattle and villages, with trees and rocks, and transformed a fertile strip of land, 50 miles long and about two miles wide, into a barren wilderness.

The pumice-stone thrown up covered the surface of the sea over a very considerable distance. In consequence of the eruption a great part of the island disappeared and the rest, buried under layers of burning lava, was deprived of all vegetable and animal life. But within three years of the disaster a fresh vegetation arose on Krakatau, consisting on the shore mainly of the same plants as those which cover new coral-islands, plants of which the seeds are carried by the currents of the sea and which grow on a saltish ground. The flora of the interior of the island, however, at that time consisted of sea-weed, of which the seeds were probably carried by the wind.

Behind this gigantic monster, with its cracks and crevices, over which a fine green tint is just beginning to appear, the life-inspiring sun is setting in golden glory. When we have passed this island to the south, close to the shore, the rosy tint of the waves has already changed into grey, and the last light of day is falling on the perpendicular mountain wall at the west side, whilst straight before us appears the bright glimmer of the lighthouse on the low-lying south-west point of Sumatra.

After having steamed on for a day and night, at a considerable distance from the coast, we approach gradually, in the early morning, the steep Barisan mountains, sloping down into the sea. This mountain range rises to the right of us, ridge after ridge, and



THE "MAFISLYKER" IN THE PEMA HARBOR

above its tops covered with vegetation, looms the still active Goenoeng Talang (8440 feet) in an E. N. E. direction.

We leave the island Marak, which looks like a gigantic bouquet floating on the water, a short distance to the right. To the east of it, shutting out the picturesque bay of Troesan, appears Tjabeda like a promontory; whilst in a north-east direction green Bintanggor protrudes from the little islands behind it and the rocky coast

Due north, the "Apenberg". 350 feet high, appears above the horizon in front of the Padang roads. It is a mass of augite-andesite covered with woods and connected by a saddle with the hill of Padang, 1040 feet high.

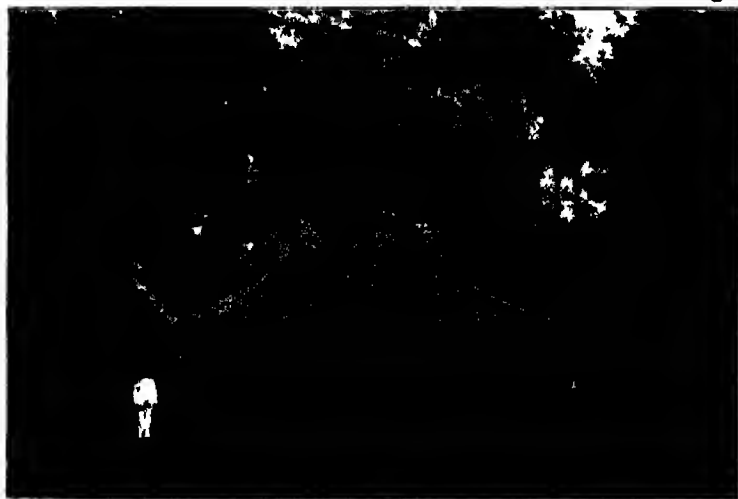
After this we steam along the creek-intersected coast, and between the projecting rocks covered with vegetation, into Koningin (Queen's) bay, surrounded by steep rocky hills, thickly covered with vegetation, sloping down into the deep-blue water, with kampongs at their base.

The boat sweeps with a turn into the Emma-harbour, where the white and yellow sheds and houses, and the red buoys and boats, make a gay streak of colour between the indigo-blue of the sea and the green and brown hills in the background.

Padang.

We go on shore by means of a gangway, and wait in the station close by, where there is a small refreshment-bar, for the train that leaves here for Padang every two hours.

This train takes us for 25 cents, in twenty minutes, to the capital



DWELLING-HOUSE AT PADANG.

of the West-Coast of Sumatra, during which short journey we cross the Padang river over an iron bridge, 100 yards long. Carriages from the hotels Atjeh and Oranje are waiting at the station. With its cocoa-palms, broad avenues, and old trees, Padang gives one the impression of being a quiet but agreeable place. The European houses are built of wood, with high pointed roofs of dried palm-

leaves. They rest upon piles and stand far apart in the midst of flowery gardens, well furnished with heavy trees.

The most important sights are the Square of Rome, the Belantong, (where stands the low, ugly stone mansion of the Governor) and the Square named after the General Michiels, a famous soldier and statesman, who played a great part in the conquest and the settlement of the Padang highlands, and who was killed in 1849 whilst capturing the island of Bali.

Neither the great Clubhouse nor the dirty native quarters present much of interest. The heat of the otherwise very healthy place makes us long for the fresh, invigorating mountain climate of the highlands. These are best reached by the rack-rail which runs, *via* Kajoe-Tam to Padang-Pandjang, from which a side branch leads to the beautiful Fort de Kock, whilst the main line goes through to Solok, and on to the Oembilin-coalfields.

FROM PADANG TO PADANG-PANDJANG.

The Ravine of the Aneh.

No more splendid counterpart to the celebrated Gotthard-Strasse from Göschenen to Andermatt can be imagined than the road through the gap of the Aneh river. 10 miles long: from Kajoe-Tanam (465 feet above sea-level) to Padang-Pandjang. But whereas in Switzerland the rocky walls of the Rens valley rise bare along the road, the slopes here, which are almost as steep, are covered with thick and luxuriant vegetation.

There, the old Devil's bridge was, in 1898, destroyed by the stream, swollen by avalanches. Here, five years later, the Aneh river, stirred up by the bandjir, rushed in wild haste up the walls of the ravines, dragged along stones as big as houses, carried away for some distance the heavy stone masonry foundations of the seven scarcely completed railway bridges and threw their iron bodies about like sticks. The line and the bridges were re-built at a higher level, far above the highest known reach of the river in spate, nevertheless the entire works were destroyed a second time a few years ago.

On the St. Gotthard the song of the stout Switzer is heard, the Aneh-pass resounds with the shrill laughter of the big black

bush-apes (siamang). There, the snowy tops peep every now and then over the rocky walls on the right; here, we see the giants Tandikat (7925 feet) and Singgalang (9350 feet) on the left, and Ambatjang (8120 feet) on the right, rearing their dark indigo tops high in the air.

The pretty Ajer-Mantjoer waterfall on the left rushes from a height of 80 feet into the roomy basin which this wild little mountain stream has dug for itself, and round which the rack-



THE PASS OF THE AJER

railway winds a curve which has been protected as well as possible.

Just as before reaching Andermatt we enter upon the bare mountain plateau, behind which lies the lumbering snow-covered back of the St. Gotthard, here we ride over the plain, behind which rises the more imposing forest-clad Merapi, whose top, instead of being covered with snow, is strewn with volcanic ejections. Above this the spiral curl of the crater smoke hangs in the blue air.

And even between the little places Andermatt and Padang-Pandjang there is, at first sight, a slight similarity.

Just as at the former the bare spot on which the hotels are situated, amidst the chilly breath of the mountains, appears comfortless, so the plain of Padang-Pandjang is almost destitute of trees. Over it blows a pleasant mountain breeze, which, as you ride along the highway, makes a strange, cold impression upon you, unusual in the Indies, strengthened still more by the chilly appearance of the houses with shiny galvanised-iron roofs, and occasionally with walls of the same material. We even fancy we recognize in the Indian cows in front of the small Hotel Merapi, the cattle whose tinkling bells break the silence of the Alps.

The prospect of this magnificent scenery can be enjoyed from the little platform of the foremost carriage of the train, which from Kajoe-Tanam, is pushed up the mountain by a rack-rail engine in the rear. The whole journey from Padang to Padang-Pandjang thakes four hours.

Padang-Pandjang.

On the racecourse of Padang-Pandjang a monument is erected in memory of a celebrated heroic action of the Padri war. Three wounded Dutch soldiers, unable to follow their comrades when the latter, after fighting and starving for four days, left the little stronghold of Goegoek Malintang, blew up the place when the anatical Malays forced their way into the little redoubt.

From Padang-Pandjang very pleasant exursions can be made, and the lovely mountain air and the beautiful prospect can be enjoyed at the same time.

These little excursions can be extended as far as we like, by going to new starting points by early morning train; an excursion to the spring and watering place Mata Koetjing especially is very pleasant. The Hotel Merapi, although small, is very comfortable, and has a good table. If we remain at this place for some days with this object in view, it is advisable to go to the office of the Assistant-Resident, and endeavour to obtain an introduction to the neat little military club. Take a walk early in the morning through the Aneh-Pass to the Kandang-Ampat station, and return by rail, or organize a picnic to the Kota-Bahroe station, whence there is a lovely view of the plain of Fort de Kock. At another time get a guide and gather orchids from the slopes of the Singgalang or the Merapi; take a trip to the lake of Singkarah, walk along the picturesque road to Batoe-Sangkar; and last, but not least, ascend the active volcano Merapi.

Ascent of the Merapi.

In order to ascend this highly interesting volcano, which rises 9898 feet above the sea, and which has been tolerably quiet since 1876, we must give notice to the Laras-chiëf of Soengei-Poear at least one day in advance, so that he may make the necessary arrangements for the mountain ascent, i.e., guides, coolies, night lodgings, meals, etc. On the appointed day we go by rail to Kota-Bahroe (3720 feet above sea-level), and on by car, (f. 5 there and back.) by the gently sloping road, about 6 miles long, reaching the house of the above named chief in about an hour's time. From here we commence, at about 3 o'clock p.m., to ascend the mountain through a dense wood, and before dark reach the highest inhabited hut (about 5000 feet above sea-level), where we partake of supper, stay the night, and take breakfast in the morning. We resume our journey at the break of day, and reach the top within two hours afterwards.

Here it is so cold that we are glad to have our overcoats. The top is reached along two fumaroles, not far from the now active crater Paboendan Bongsoe, situated in the four funnel-like old craters running into one another, which constitute the west cone.

From a depth of nearly 300 feet vapour rises with a dull sound. This vapour is charged with sulphurous acid and sulphuretted hydrogen.

The other crater, now extinct, with a depth of 400 feet, filled up for a great part the eastern furnace of a former crater 2000 yards long and 1600 yards wide, of which the swampy bottom and a sharp edge 2600 yards in length are still extant.

In order to walk down that edge it is necessary to pass the night on the top, wherefore a specially indicated location is chosen, affording ample shelter against the cutting winds that roar in the night over the mountain-top.

To reach the sandy and ashy floor of the extinct crater, we go from the southernmost point of the edge of this opening (3794 feet above sea-level), along the west border to the north side, where the descent begins, to finish by a very steep path along the east side. The sand sea between the two craters is a remnant of two former similar openings, and can be crossed in half an hour.

The descent to Soengei-Poear takes three hours. The car is already waiting which conveys the traveller to the train at Kota-Bahroe.

Of the prospect from the top, which in a north, west, and south direction is entirely free, nothing need be said. From what precedes.

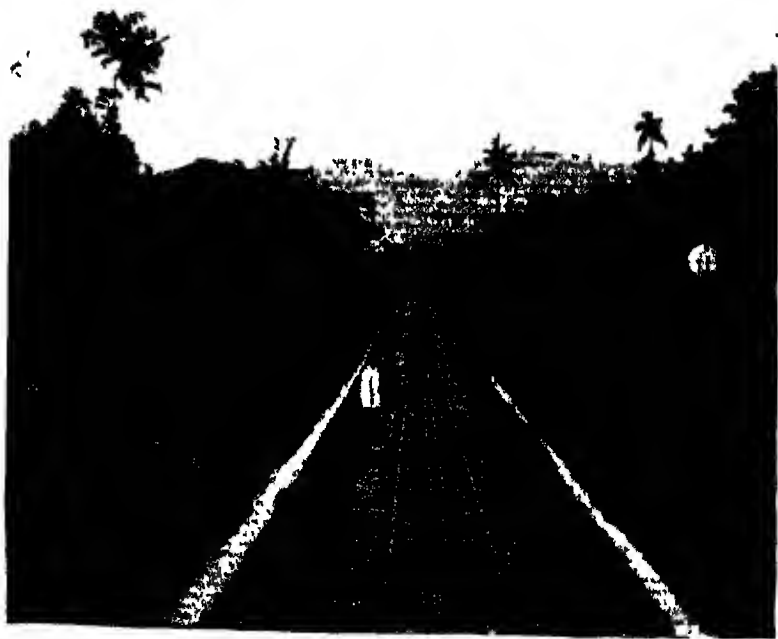
and what is still to follow, it may be conjectured how extremely beautiful it is.

We can also go by train from Padang to Padang-Pandjang in the morning after lunch, and commence the journey about 3.30 p.m., in the above indicated way. For that purpose it is necessary to choose a time when the moonlight illumines the ascent during the evening hours.

We can also reach Soengei-Poear by car from Fort de Kock, which takes two hours and costs *f* 5.—

From Padang-Pandjang to Fort de Kock.

The rack-rail takes us in about two hours a distance of nearly 13 miles, chiefly along the main road from Padang-Pandjang to Fort de Kock, over the saddle between the twin mountains Singgalang-Tandikat on the left, and the broad thickly covered ridges of the Merapi on the right. The district is thickly populated;



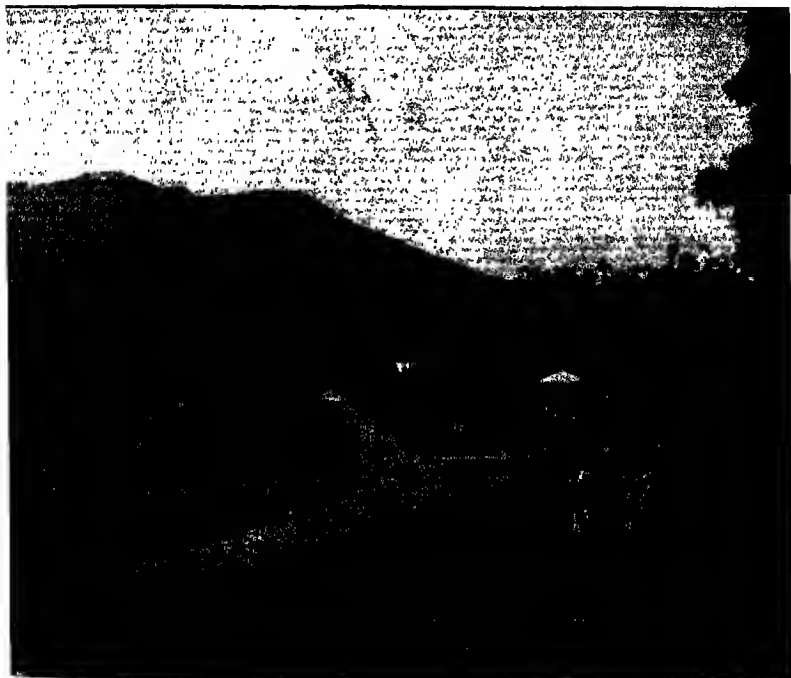
PERMANENT WAY ON THE RACK-RAIL LINE FROM PADANG TO FORT DE KOCK.

the land is everywhere enlivened by the pointed saddle roofs of the painted and gilded houses and rice barns.

On this side of the mountain pass we get a peep now and then of the lake of Singkarak and of the mountain ridge that separates it from Tanah-Datar. Past the station Kota-Bahroe, on the other hand we get a magnificent prospect in a northern direction, of the extensive mountain plateau of Agam, 2900 feet, a plain surrounded by blue mountains and intersected by the river Masang.

Fort de Kock.

This place, of which the proper Malay name is *Boekit Tinggi*, is extremely healthy, and has a very cool mountain climate. It possesses an extensive military encampment, a seminary for native teachers, a small hotel with fair accommodation, a large native market, and a racecourse. For this last purpose, in various up-



FORT DE KOCK.

country places, training courses have been made. The Malays are very fond of this sport. In the first month of the Mohammedan year the Hassan-Hussein celebrations, in honour of the grandsons of Ali, take place at Fort de Kock with much rejoicing. Our illustration shows a portion of the usual procession.

Fort De Kock is a good central point for excursions to *Kota-*



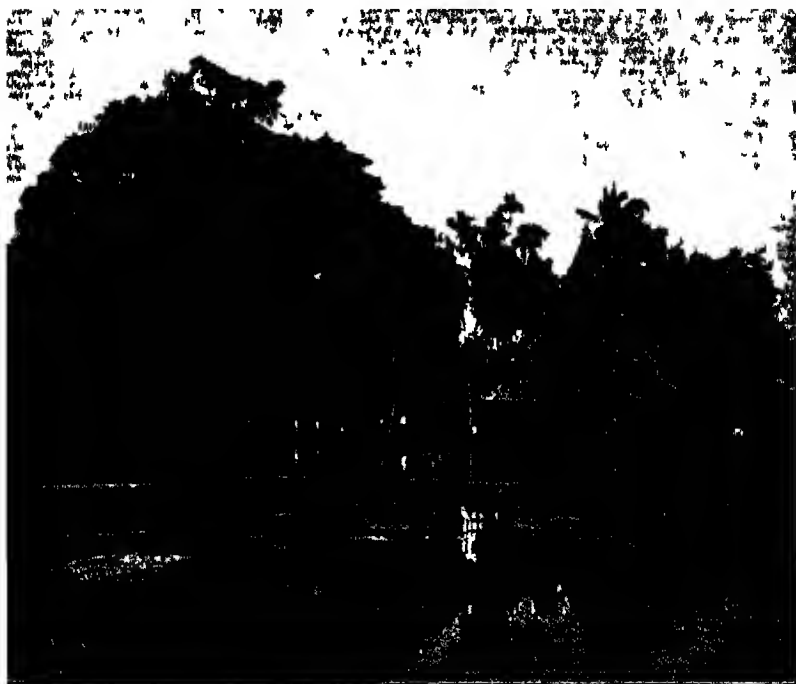
PART OF THE HASSAN-HUSSEIN PROCESSION, FORT DE KOCK.

Gedang, which is reached by car to the village of *Kota-Bahroe*, the houses of which are covered with galvanized iron, and the shiny roofs of which can be seen at some distance; to the *Karbouwengat*, or to the lake of *Manindjoe*, the most beautiful of all.

If you are lightly clad you will be no more troubled by the heat of the sun than you would be if you were travelling through Switzerland during the summer months, and here, as well as

there, fresh mountain breezes cool your hot forehead, whilst the eye is fascinated by the view.

Though we sometimes miss, in the highlands of Padang, that extraordinarily wide prospect Java presents so often, yet here the mountains are often wilder, the slopes steeper, and everything more



VIEW NEAR FORT DE KOCK

imposing, so that it presents more similarity to Switzerland, a similarity to which the above mentioned two great lakes greatly contribute

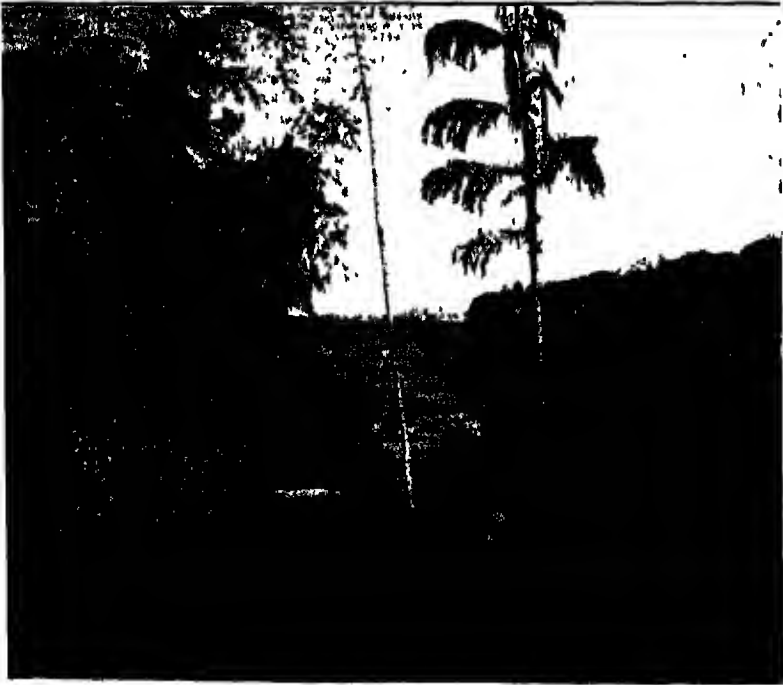
Just as Switzerland is unique in Europe, so the mountainous countries east of Padang are unique of their kind in the Dutch East Indies

The Lake of Manindjoe.

The road from Fort De Kock leads to a point where it descends to the crater lake of Manindjoe, and where this can be seen in its whole extent. The distance to this place is 13 miles and can, if necessary, be traversed by small two wheeled carriages (*anak trem*),

(hire £ 16.— to £ 20.—) The slopes of this part of the road are, however, so steep, and the drive is beset with so many difficulties, that we can walk the distance just as quickly, and if we are unable to obtain riding horses, (£ 5.—), walking is preferable to a conveyance.

On horseback the trip (there and back) might be done in six or seven hours, without tiring the horse too much, and allowing a fair time for rest. The best thing to do, however, is to walk early in the morning to *Matoer*, and to stay there the night in the *pasanggrahan*, which costs £ 5.— each person. This wooden house contains two bedrooms, a parlour, and a large front gallery. It is pretty comfortable, and the food supplied by the "mantri kopi" (overseer of the coffee warehouse), is also tolerable. Liquors and bread, and whatever else we may need, for instance a woollen blanket, we have to bring with us from Fort de Kock, as *Matoer* is only a small native kampong without any shops.



THE KARBOUWENGAT NEAR FORT DE KOCK.

Close behind Fort De Kock the road descends between steep rocky walls into the so-called "*Karbouwengat*" (Buffalo gully), a broad gully, worn away by the rivers Masang and Si-anok, in the soft tuff stone with which the Merapi has filled the lake that formerly extended here between that mountain, the Singgalang, and the Danau. Highly picturesque and imposing are the perpendicular walls, 390 feet high, light yellow in colour, and destitute of all



THE *KARBOWENGAT*, WITH ISLAND-HILL

vegetation, enclosing the flat beds of these little rivers, about 150 feet wide.

Both little streams can now be easily waded through, but in the rainy season they swell and fret along the pumice-stone tuff, and undermine the layers sufficiently to cause new falls continually.

Especially the island-hill, which the Si-anok has left standing in its bed, is impressively beautiful. Its pale-yellow, perfectly bare and perpendicular walls, 245 feet high, reflect on the east side the

glistening morning light, and on the west side throw a sharply defined, dark shadow over the smooth bed of the river, covered entirely with pumice-stone, and on the high perpendicular earthen wall, here and there worn away into deep grooves by the rain, and crowned so to say, along its right upper edge by a surface-layer of black humus, covered with shrubs and herbs.

If we have once reached the steep but shaded road upon the plateau, across which the path leads to Pantar, it appears almost level, and we are enabled to enjoy at our ease the lovely temperature, not unlike that of a summer's day in Germany, the beautiful prospect of the Merapi, the sloping plain upon which the galvanised roofs of Fort De Kock glisten, the Siraboengan, and the mountains of the seven Looras that border the plain in the north-east. On the foreground we look down again and again into gullies hundreds of feet deep, as every streamlet here has cut a disproportionately deep and wide bed in the loose soil.

Above the mountains that obscure the horizon, the *Ophir* (9850 feet) raises its flattened peak high in the air to the north-west.

Near the Pantar the road descends pretty steeply to the Batang (river) Matoer. The precipitous wall, 450 feet high, that lies opposite and is supported by sharp girders, like natural cross-beams, was in 1833 crowned by the hostile troops from Matoer, and vainly stormed by the Dutch troops in the presence of the Governor-General VAN DEN BOSCH; it was only conquered some months later, and in a great measure by surprise.

A few miles farther on we enter the small plain on which are situated the aforesaid coffee-warehouse and the pasanggahan.

After having dined, bathed, and rested here a while, we can walk on, towards five o'clock p.m., along the gently sloping road (3 miles) to the east bank of the lake of Manindjoe. This wall is the top edge of the perpendicularly collapsed crater of the Danau-mountain, inside which a blue lake is now situated, 11 miles long, $5\frac{1}{3}$ miles broad, 500 feet deep, and 1500 feet above the sea.

The remains of the crater-wall which surround it, rise from 800 to 4000 feet above the smooth surface of the water, and the extraordinarily steep slopes are covered with green vegetation wherever it can strike root. Right opposite us is a field which makes us think of a Swiss meadow. We see a gap through which flows the river Antokan, and which keeps, the water at its present level. Formerly it must have been 150 feet higher. Far in the distance we see the glistening surface of the sea.

The view of the north walls of the Bùrgenstock, where they rise from the greenish-blue water of the Swiss Lake of the Four Cantons at

a height of 2250 feet, is far less imposing; the tropical evening sun here forms colours and tints which cannot be equalled in more temperate climates. The road, ten miles long, with its fifty-three zigzags, leads the little place Manindjoe, headquarters of a *Controleur*. This is situated on the lake and where sometimes small dug-out canoes can be hired, in which a dangerous canoeing excursion can be made.

It is better to leave this descent alone, and next morning, at sunrise, to go back to the same place in order to enjoy once more the beautiful panorama, this time in the rosy light of an Indian morning, after which we can journey back to Fort De Kock, and be at the hotel again for lunch.

From Fort De Kock to Paja-Kombo.

Before the railway was finished, the journey to Paja-Kombo had to be accomplished by a car, which can be hired for £7.—, and which takes us at a brisk pace in the early morning along a broad and slightly sloping main road. Since September 1896, however, one can also go by rail from Fort de Kock to Paja-Kombo, but for those who love scenery the excursion by car is to be preferred.

The fertile, densely-populated plain of Agam, covered with rice-fields and thickly wooded kampongs, is still bathed in the morning mist; the mighty mass of the Merapi on the right lies yet in shadow, immediately behind us the Singgalang catches the rays of the morning sun, whilst on the left the many-topped steep Kamang-mountains obscure the horizon, above which rises the Ophlr.

Along a field covered with stones ejected by the crater we reach only too quickly the point where the road approaches and enters the Kamang-mountains, soon after to lead with a few turns past huge rocks through the valley of Padang-Sarong.

We leave that small plain, cut off to the left by the bare rocks Senieraso, Mantjoeng and Talang, by the bridge of the Batang-Agam, which river, somewhat further up, runs a subterranean course for $1\frac{3}{4}$ miles. Then we see the north part of the rich plain of Tanah-Datar spread out before us, with the Sago (7280 feet high) rising up in all its majesty.

We have hardly seen enough of the beautiful view about us, before the car stops near a footpath on the left of the road



A NATIVE PONY.

at about 3 miles distance on this side of Paja-Kombo. Here we can get out, if we choose, in order to have a look at the grotto, *Ngatau di Bangso*.

It is true that we do not find here a Mammoth cave, as in Kentucky, or a Grotto of Han, as in Belgium, nevertheless the variegated colours produced by the penetrating daylight are fantastic, and the stalactites remarkable.

But putting this plan aside, a walk along the gradually ascending path, which is 500 yards long, and winds round the rocks, is well worth our while, because from here we can enjoy an extensive prospect across the *Lima-poeloh Kota*, as the extensive plain to the north of the Sago is called. This plain gradually descends towards the east, where, in blue mists, rise the border-mountains which separate the Padang uplands from the primeval forests of the independent territories which extend for several days' journey to the frontier of the Dutch dependencies on the east coast of Sumatra.

From the foot of the hill on which we are standing, as far as the eye can distinguish the tops of trees, we see a dense wood of cocoa-palms, under the foliage of which Paja-Kombo lies hidden.

Having paid half a guilder to the guide, who lives in a hut opposite the entrance of the footpath, we ride beneath the shade of palms into the little place, which has the reputation of being particularly healthy, and makes a picturesque impression, with its broad avenues of tjemara trees and spacious byways. The little hotel consists of an old wooden house with a few small rooms. The table, however, is pretty good, especially when the arrival of visitors is made known by telephone from Fort De Kock.

Paja-Kombo is celebrated for the beauty of its women and for the great market which is held there every Sunday morning. The spacious pasar (square), enclosed by stone galleries, is then enlivened by many thousands of marketers.

On these occasions, the wives and daughters of the trade-loving Malays show themselves in their many-coloured costumes, with sarongs, woven of gold and silver threads, worth hundreds of guilders. Adorned with broad gold bracelets, breastplates, earrings, and ornaments for the head, they make, beneath the shadow of the waringin-trees, a picturesque group.

From here we may make excursions to Soeliki, where quarries of black marble are found, to the greatest native Mahomedan temple (*mesigit*) of the Highlands, at Taram, and to the *Gap of Harau*. The last-named excursion is the most interesting. To get there, we hire a car for two and a half or three guilders, which takes us, in little more than an hour, along a broad, well-shaded road,

to the entrance of the 'gap. Here we get out and walk for a quarter of an hour between the perpendicular bare walls (which echo every sound), full of deep grooves and gaps, which, almost an hour's walk in length, rise to the height of from 600 to 1000 feet, and are from 60 to 1000 feet apart, until we reach the greatest of the water-falls, the Batang-Harau. The valley of Lauterbrunnen, with the Staubbach, here finds its equal.

From Paja-Kombo to Fort Van der Capelle (Batoe Sangkar).

I. *Via* BOEA.

So far, the journey can be easily made by ladies, but the course now to be described it is difficult, if not impracticable, for them.

To reach Batoe Sangkar we have the choice of two roads. The one that leads north and east round the Sago, on the right bank of the Sinamar to Boea, can be covered by a cart in six hours, (cost about $\text{f } 15 -$).

We then pass close to Paja-Kombo, cross the river Agam, 90 feet



WEAVING THE SARONG PRESENTED AS A WEDDING-GIFT TO QUEEN WILHELMINA.

broad, over a fine stone bridge; keep the Gaboes mountains to the east, drive through the wilderness of the entirely ruined Halseban, and emerge past Fort Raaff into the most picturesque and lovely valley of West-Sumatra—the valley of Boea and Lintau.

On the left this valley is enclosed by a sharp and rugged range of chalk mountains. Here we get, through deeply indented walls, a view of the Sago crater, covered with beautiful foliage. In the vicinity of Boea there is a remarkable grotto with many passages penetrating far into the mountains, and a tunnel through which runs a small river, affording the opportunity, in one day's journey, of returning to daylight in the plain of Tanah Datar. In this grotto are a couple of caves with stalactites, and a subterranean plateau with various basins, filled by a warm stream and full of fish.

There is no hotel at Boea, neither is there a *pasanggrahan*. If therefore we cannot obtain lodgings at the *Controleur's*, and we do not care to drive straight on from Boea to Fort Van der Capellen (a four hours' drive) it is better to take the direct route from Paja-Kombo to the above-named fort.

II. FROM PAJA-KOMBO TO BATOE-SANGKAR *via* TANDJONG-ALAM AND TABAT-PATAH.

For 16 or 18 guilders, a car takes us along the road to Fort De Kock, back to the point where the inner road turns off over the saddle between the Merapi and the Sago.

At this point the Merapi lies before us, the Sago behind us to the left, and between the two is a chain of steep hills covered with grass, from which chalk rocks rise, forming a buttress for the saddle between the two volcanoes.

The road winds upwards along this wall, and it is, indeed, a heavy pull for the ponies before they reach the top, along Tandjong-Alam.

In order to render the ascent easier, we can walk a little way and enjoy far better the splendid prospect. In the east rises the Sago, in the north the Bongsoe, washed by the Sinamar. To the north-east we have an extensive prospect over the independent lands of the interior, through which the Kampar and its tributaries wind their way in the shadow of primeval forests. From the softly undulating plain rise fantastically-shaped rocks. Should the ponies appear too tired to continue the journey, another pair may probably be hired at Tabat-Patah (3350 feet above sea level), where there is a *pasanggrahan*. With giddy speed we descend through the dense coffee-plantations into the plain of Tanah-Datar. We anxiously

calculate what is most likely to happen — whether we shall see the rattling car smash to atoms; the little horses that speed along like lightning, tumble headlong down the road, or get to the bottom safe and sound.

Not till we are close to Batoe-Sankar do we think much of the latter chance, but if we happen to have made some previous trips with native mountain ponies, our confidence in the quickness and strength of those apparently weak little creatures gains ground, and finally we yield ourselves calmly to their acrobatic freaks. During this drive we get on our left an occasional glimpse of the Sago and the sharp ridge Marapalam, which continues from this volcano in a southern direction, and which divides the valley of Boea and Lintau from the plain of Tanah-Datar. Before us, from time to time, we catch sight of a track of land of a totally different type from what we have hitherto seen. Mountain-ridges, bare or covered with short grass, containing coal, intersect the rising ground to the west, which forms the eastern slopes of the volcano, broken in at the sides, in whose crater the great lake of Singkarak now mirrors itself. Due south rises the Talang in all its beauty, and close behind the spot where the small fort Van der Capellen lies like a toy upon the hillock, project the ridges of the rocky mountains of Bongsoe.

The clean and cheerful hotel at Batoe-Sangkar is a duplicate of that at Paja-Kombo, the prices being the same, / 6.—, and the food pretty good.

From here a little trip can be made to Boea and back by car.

Well worth seeing are the Hindoo remains at Pajer-Roejong, situated behind the small fort; and the burial-place of the princes of the former realm of Menang-Kabau, a little square shadowed by a waringin-tree.

From Fort Van der Capellen to Solok.

If we wish to continue our journey round the Merapi, we order a small car (/ 2.75), for 7 o'clock the next morning, which will take us, in from two and a half to three hours, to Loeboek-Krambil.

The road to Padang-Pandjang, on which this railway-station is situated, rises at a pretty steady gradient through dense coffee-plantations over a distance of 10 miles, and affords occasionally a view of the very flat southern base of the Merapi, which runs on behind the Fort Van der Capellen, where it is checked by the steep sandstone mountains of the Bongsoe. Behind, to the left, lie the Sago and the Marapalam; to the right, the steep saddle-shaped little

mountain Plana attracts our attention. By a gully, into which the Oembilin-river runs, it is separated from the Siboemboeng-mountains, which are thinly covered with vegetation. Behind this lies the Oembilin coalfield, with its steep sandstone walls and sharp chalk tops; before us we observe the Boekit-Pandjang, behind which project the Talang and the Barisan mountains. Nearer and nearer we approach the precipitous bare mountain-ridge on the left, with the sharply pointed Batoe-Basik at its outer wing, and at last we cross it. Then we see a small portion of the Singkarak-lake and the Barisan mountains that border on it in the west, and again the Tandikat and the Singgalang appear from behind the forests on the Merapi. At Loeboek Krambil station we book by the early morning train to Solok, and, slowly descending, we steam along to the bank of the great lake.



THE LAKE OF SINGKARAK AND THE OEMBILIN-RIVER.

The Lake of Singkarah.

This lake, which is generally as smooth as a mirror, is about 14 miles long, 32 miles broad, and 850 feet deep; it covers an area of 75 square miles, and is situated 1175 feet above the sea. It therefore far exceeds the lake of Thun in size, as it does in beauty.

Approaching from the north, we observe the mighty volcano Talang, rising at the water's edge, whilst on the west bank, the ridge of the Barisan, 3000 feet high, closes the lovely panorama. The railway soon descends, over the bridge of the Oembilin-river, as far as the east bank, and follows it in graceful curves, so that at one time we see the whole width of the lake opposite us, and at another the south end. Again, at a turn of a promontory, we behold the Singgalang and the Merapi rise up above the northern part of the lake.

We pass along the village of Singkarah through a plain covered with rice-fields. This plain is said to have been formerly buried 200 feet deep under water, when the Oembilin river, that now forms the mouth of the lake in the north, had not yet worn its bed to the present depth.

After a journey of two hours' by rail we reach Solok. The time is really too short to enjoy fully the beautiful scenery and we long again, for the time when our eye can rest once more upon the mirror of blue and highly burnished steel, enclosed on one side by a dark, and on the other by a light green frame — as Mr. BURN describes the lake

Solok.

Solok is a rising little place. At present it contains an hotel, a small fort, with a garrison of about 100 men, a few houses for Government officials and officers, and a large market. It does not lie much higher than the lake, and though healthy, is tolerably warm, as it is enclosed between mountains.

From here we take the train, preferably, at 6.15 a.m., to the *Oembilin-coalmines* at Sawah-Loentoe and enjoy, in passing, scenery entirely different from what we have hitherto seen. It is the continuous variety caused by the difference in type between the gap of the Aneh, the plain of Fort De Kock, the Karbouwen-gat, the lake of Manindjoe. Paja-Kombo, Thana-Datar, and the Singkarah-lake, that makes a journey through these highlands so interesting.

Now the train runs along through the narrow valleys of the Ajer Bingoeng, and the Batang-Pantjaran, between steep hilly

ranges 600 feet high, covered with grass, that remind us of the northern part of the Black Forest railway. Afterwards it runs into the broader valley of Soengel-Lasi, which further up, near the river Siloengkang, becomes much narrower.

Near Moeara-Kalaban, a tunnel about half a mile long affords an entrance to the Loentoe-valley, near the northern slopes of which lie the coalfields.

These were discovered in 1868 by a Dutch Engineer, Mr. DE GREVE, who was the first to form the plan for working them, but who was drowned at Doerian-Gedang during one of his voyages of discovery on the Oembilin-river. The surface of these slopes is covered with many buildings. Along gradients, the coal-trucks are run to the iron shed, 150 feet long, where the black diamond is sifted and washed. Bustle and commotion of Chinamen, convict-labourers and coolies prevail everywhere; engines and trains are running to and fro through the steep green mountain-walls. The whole affords a scene of activity such as one would little expect in the far interior of Sumatra, here so thinly populated. Through the mediation of the mining engineer, whose neat little house is situated close to the lowest mouth of the mine, access can be obtained to the pits.

In the three seams of coal, which are $6\frac{1}{2}$ feet thick and lie above each other at distances of 80 feet at a slope of eight degrees, main galleries have been bored, which are connected by intersecting passages.

The little coal-trucks that we just now saw rolled up to the outside, are let down along gradients, and empty their contents upon the slanting sieves that are placed there.

Several plans having been considered for the working and transport of the coal, either along the Soebang-pass, or through the gap of the Aneh, it was finally decided to adopt the latter route for that purpose, and consequently the laying down of the rack-rail line, which now runs through the Padang districts, was resolved on.

Under the superintendence of the chief engineer YZERMAN, who had won his spurs in railway construction in Java, this work was finished in four years' time. The coal-seams were then connected with the Emma-harbour, which is about 24 feet deep, and sheltered from all winds. This harbour shows a difference of only 18 inches to 43 inches between high and low water. Here large steamers can take 600 tons of coal within 24 hours.

Towards noon we take leave of the Sawah-Loentoe-valley, on which the sun shoots down his burning rays, and where between

the bare mountain-slopes and the high rocks, with their almost vertical walls, it has become suffocatingly warm.

If after having got back to Solok (one hour and a half by rail) we do not feel inclined to go snipe-shooting in the surrounding rice-fields, we might take a walk to Pajo (one hour and a half), where in the dense wood with its beautiful orchids, and in the coffee-plantations, troops of red monkeys spring from tree to tree. Near this little place stands a deserted pasanggrahan, which is, however, sufficiently in repair to prove a useful hunting-box. This point, 3300 feet high, affords one of the most beautiful views which can be found in the whole of the Dutch East-Indies.

Over the tops of the thick foliage, we see, far below, the Singkarak-lake, in its entire length, and behind it the Merapi with the twin mountains Tandikat and Singgalang to the left, and the Sago to the right. The high east bank of the lake distinctly shows its volcanic origin. Behind rises ridge after ridge, merging far in the interior into blue, fleecy clouds. From this spot the high mountain-range can be further explored.

Journeys further into the interior, for instance to Alahan-Pandjang, with the crater lakes Danau di Bawah and Danau di Atas, require more preparation, and do not fall within the province of this Guide.

From Solok back to Padang.

From Solok, a road leads over Tendjo-Laut to Padang. It is practicable by conveyance, is 54 miles long, and runs through coffee-plantations, by rather steep slopes up the Barisan-mountains along Loeboek-Selasi, where a pasanggrahan is found.

Since the railway has been laid down, this road is, however, very little used. Nevertheless, horses can still be stationed there, and the journey can be accomplished by car for f 40.— to f 50.—, the heavy expense and trouble being compensated by the glorious prospect that can be enjoyed from Tendjo-Laut. Along the steep mountain slopes we look down into the plain of Padang, and over the little clouds which are driving against the mountainwalls on to the surface of the sea, with its many green islets, which protect the west coast of Sumatra against the power of the mighty ocean.

If we desire to return by rail to Padang, which for ladies would be preferable, we are on the road from 6 a.m. to 1 p.m., and can enjoy the beautiful sight of the sun casting his first rays over the surface of the great lake, above which float the rosy-tinted clouds.

Dwellng-houses.

Before leaving Padang, a word or two may be said about the peculiar construction of the houses, and the population of the various parts of the country, which were referred to in the last chapter.

The stranger, and also the resident of Java who comes from that island to Sumatra, is especially struck by the ornamental appearance of the native houses in the upper districts of Padang.

The ridge of their high roofs rises in one or more pairs of points, as in sharp horns (*tandoek*), which are covered with shining tin-plates or interlaced with the black fibres of the aren palm (*idjoek*). The number of points equals that of the small and high wings at the two sections (*andjoengs*). There are sometimes as many as six. The middle portion of the majority of dwellings, is in itself much larger than the ordinary Javanese native houses, which fact is in unision with the great difference in family-life between the Malays of Java and those of Sumatra. Among the latter, the married daughters remain in the maternal house, a portion of the back part of the centre being partitioned off for them.

A compartment of this kind is called *pele*; their number also varies sometimes as many as fifteen. The front part of the centre of the house is not divided (*tengah roemah*), and serves as a common room and as a bedroom for the children and unmarried members of the family.

A front or back gallery is scarcely ever found. The houses are enclosed, and both the doors and windows are small. On the other hand, they stand almost always upon poles, high above the ground.



BICK-BARN IN THE PADANG HIGHLANDS

Particularly ornamental and typical are the rice-barns (*ranghjang*), rising upon high poles near the houses, and still more lavishly adorned and variegated than the former, with coloured and gilded carving, pieces of looking-glass, and tinplate.

Every kota (which in the original means a fortified place or village), is characterised by a mesighit (mosque) and a balei (place of consultation). The former is distinguished from afar by the



DWELLING-HOUSE IN THE PADANG UP-LANDS.

roofs rising one above the other in the form of storeys, the latter by the absence of an enclosure at the two long sides. In most kotas is to be found a roemah negari (that is, a house for strangers) erected by the population; in some a passanggrahan, built and maintained by the Government. Where there is neither of these, one can always find a lodging for a short time in the balei.

Population.

Directly we set foot on land, we observe that the Sumatran—the descendant of the Malay colonists who founded in central Sumatra the kingdom of Menangkabau and who settled in the year 1200 A. D. upon the coasts of the other Indian islands—has a much bolder look, and is much less submissive to Europeans than is the Javanese. In his dark eyes we seem to read —, "We are the owners of this country, but we willingly submit to the Government and the rule of the Dutch".

We do not find here the servility that for centuries has been



BRIDE (PADANG UPLANDS).



BRIDEGROOM (PADANG UPLANDS).

implanted into the character of the Javanese by their mighty princes and chiefs and their many noble families.

The clans or *Soekoes* of the Sumatran Malays, numbering about 40, are subdivided into different branches, which consist finally of several families. The members of a *Soekoe* are all descended from one common ancestress in the female line (matriarchate).

The now hereditary chiefs (*panghoeloess*) of the *Soekoes*, exercise a stern patriarchal rule, and together constitute in each district the *Panghoeloe rapat* or district-council.

In consequence however, of the members of the Soekoes living in different villages at a great distance from each other, the *Panghoeloes* of the Soekoes of each village constitute the village council.

The Dutch Government has appointed two other kinds of native chiefs, the *Panghoeloes Laras* and the *Panghoeloes Kapala*. These are elected by the natives, but appointed and paid by the Government. The election is only a means of consulting the people, it does not affect the Government's right to appoint whom it pleases. The *Panghoeloes Laras* preside over the assembly of the *Panghoeloes* of their district, the *Panghoeloes Kapala* are members of the village council and form the connecting link between the European Government and the family-government of the Malays.

From this we see there is no question here of a caste of nobles or a governing class.



MALAY GIRL

What strikes us still more is the resolute mien and air of importance of the native women. as. handsomely attired, they walk to the *passer* or stand in little groups gossiping in the public roads. It is a well-known fact that the ladies of the West Coast have a great deal more to say than have those of other parts of the Archipelago.

When a man and woman marry (members of the same Soekoe, properly speaking, are not allowed to intermarry), both of them remain in own their family-circle;

the husband goes to reside with the wife temporarily, but he forms no part of the newly established family, which consists only of the mother and her children, and at the head of which, as a rule, is the eldest brother of the mother. the *mamak*. The children belong to the Soekoe of the mother. They inherit her property and one half of what the husband and wife may earn together. The other half of the heritage goes to the brothers and sisters or to the sister's children of the husband, whose titles descend to his brothers or sisters. The West Coast of Sumatra is indeed a *Dorado* for the ladies, who do not forget to show that they perfectly understand the importance of their position in spite of the humble part which the Moslem religion assigns to their sex. In this respect, and in many others besides, they pay but little attention to Mahomedan law.

FROM PADANG TO BATAVIA VIA BENKOELÉN.

From the local papers, and at the office of the Packet Company, can be ascertained at what time the steamer leaves the Emma-harbour for Batavia. The first part of this passage runs close along the picturesque coast, which has been described above. The Talang (8440 feet) and the Peak of Indrapoera or Goenoeng Korintji (12370 feet) are clearly visible. Towards next morning we reach Benkoelen.

Benkoelen.

This little place, charmingly situated on the seashore upon gently undulating land, is noted for its neatness and cheerfulness. The fort, which dates from the English period, and is now garrisoned by a company of infantry, rises close to the sea, upon a hill covered with short grass. Behind this lies the drill ground, surrounded by broad roads, covered with white sand and bordered with fine lawns. Close to it is the spacious dwelling of the Resident.

This part of the place is more like an English park than an Indian town; the parts round about the markets, with their pavements, and the houses covered with high tiled roofs, betray their British origin, as well as the English money that was spent on them. It can easily be understood that the British Governor RAFFLES was loth to part with this favourite child of his, not knowing that Singapore, which he had founded, would have such a splendid future.

Behind the place, the ground rises rapidly, and runs slowly against the west slopes of the central mountains, of which Loemoet (6845 feet) in the north, the Paliek (8100 feet) the sm .., but steep Bongso or "Sugar leaf", the Kaba (6435 feet) and finally the Dempo (10140 feet) in the south east, attract our attention.

The Kaba is distinguished by the vaporous clouds which it sends forth, usually at intervals of from seven to ten minutes

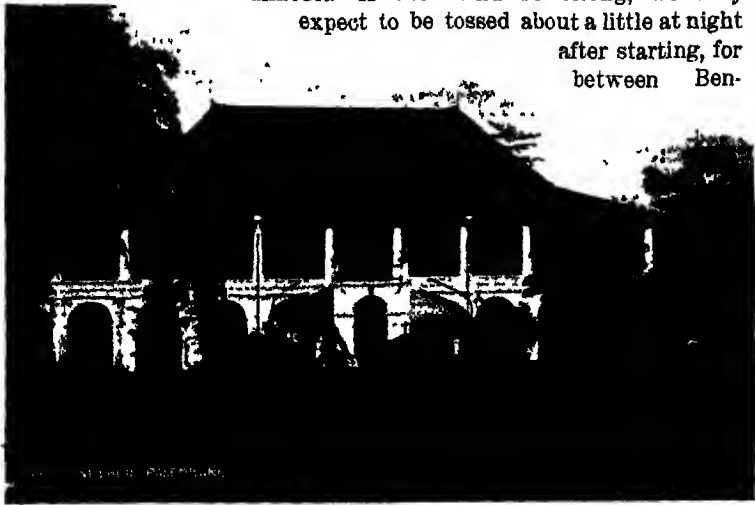
On the little island Tikoes in the south-west we can see a few cocoanut-trees, but the larger islands South- and North-Pagei, Sipoera, and Siberoet, which have thus far protected the channel from the high surge of the sea, lie behind the horizon.

When the sea is calm it is not unpleasant to take advantage of the few hours the steamer stops at Benkoelen, by going on shore in one of the boats which ply between the ship and the pier.

The hotel does not offer much in the way of comfort; the club is a spacious building, to which one can easily obtain an introduction.

From Benkoelen we can, without danger or very great exertion, make an extremely interesting journey right across Sumatra to *Palembang* on the east-coast, by way of Kepahiang, Tebing-Tinggi, Labat, and Moeara-Enim. From the last-mentioned little place, a stern-wheel steamer starts once a week down the Moesi to Palembang.

If there be a chance of stormy weather, it is better to remain on board, because the return journey to the vessel is sometimes difficult. If the wind be strong, we may expect to be tossed about a little at night after starting, for between Ben-



DWELLING OF THE RESIDENT AT PALEMBANG.

ken and Kroë, or rather between the islands Pagei and Engano, there is nothing to break the surge of the Indian Ocean.

When next morning at sunrise we appear on deck, we are off Kroë. But in stormy weather the boat is moved closer to the wall, on the landward side of the small island of Poeloe Pisang.

After a short stay the journey is continued, and we see the Dempo (10310 feet) and the Panindjawan (7000 feet) rise above the high mountain-range.

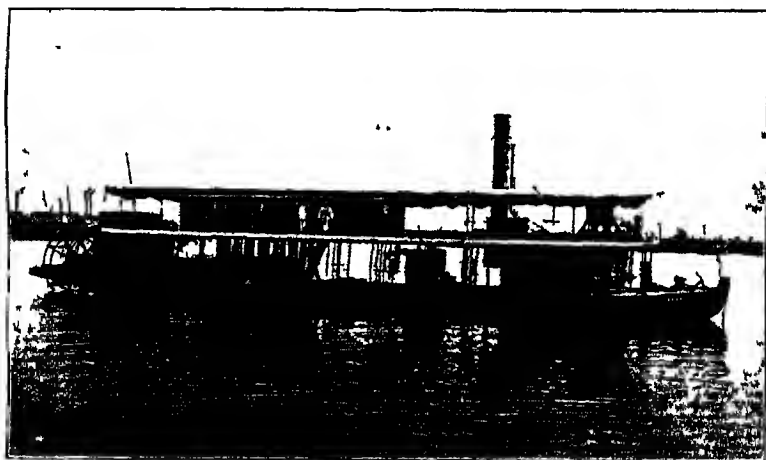
Towards sunset we pass Cape Vlakke Hoek and steam along the

Semangka-bay, in which the island Taboean is situated, and behind which rises the Keizer's peak, 6800 feet.

The evening sun is reflected on the rocks and mountains of the east bank of the bay, 8000 feet high. The Tangga, situated on the promontory between the Semangka- and the Lampong bays, is 3776 feet high. The surf splashes against the mainland and the island Lagoendi, between which the steamer traces her course.

In front of a great rock, lying close under the north bank of the Lagoendi-strait, we see the waters foaming above a reef, on which, many years ago, the steamer „General Kroesen” was wrecked.

By the time we have crossed this strait, and are steaming along in the smooth waters of the sheltered bay, it is still light enough



PACKET COMPANY'S STEAM-SHIP'S "DOLAN" ON THE MOESI-RIVER

to distinguish, in the south-west, the outline of the Radja-Basa, (3963 feet) and to admire the variegated colours of the precipitous and serrated rocky walls of the promontory, casting broad shadows over the smooth surface of the water, above which is reflected the glorious sunset.

It is already night before the steamer casts anchor before Telok-Betoeng, in the deepest part of this magnificently beautiful bay. Near this spot rises the Apenberg, on which the tidal wave of Krakatau has left a horizontal line showing the limit of the destruction wrought by it. Before the sun rises again behind the Radja-Basa (4358 feet high), we have steamed between the Tandjong

islands of Tjondong on the left, and Tegal on the right. We pass the Beschutters-island (Seboekoe), standing nearly 1400 feet high out of the sea, and, as we leave the bay to the north of Dwars-in-den-weg, the morning sun sparkles on the water, and we steam straight for Tandjong-Priok, which is reached in the early morning.

FROM BATAVIA TO DELI.

For those who wish to reach Deli (Langkat, Serdang) in the quickest manner, the direct steamer of the Royal Packet Company is the best way of travelling.

The tourist, on the other hand, who wishes to see as much as



"DE WED. J. P. F. DE VRIES", PALEMBANG-BATAVIA LINE.

possible of the Archipelago in a short time, will perhaps prefer to go there by way of Palembang or Muntok and Riouw, and afterwards to touch at Singapore. For these routes he can also make use of the Packet Company's boats.

Palembang

is thoroughly deserving of a visit. It is one of the most interesting cities of the Indies, not only because of its situation on the majestic Moesi-river, (which, just below the town, is full of life and movement,) but also because of its houses, built upon high

piles or other supports, and, near the river, separated from each other by canals which are deeply flooded at high water, and its thousands of raft-dwellings. These are mostly moored to the quay and approachable by small bridges, but the outer rows are quite free, and at night their lights are seen moving rhythmically up and down in harmony with the rise and fall of the water.

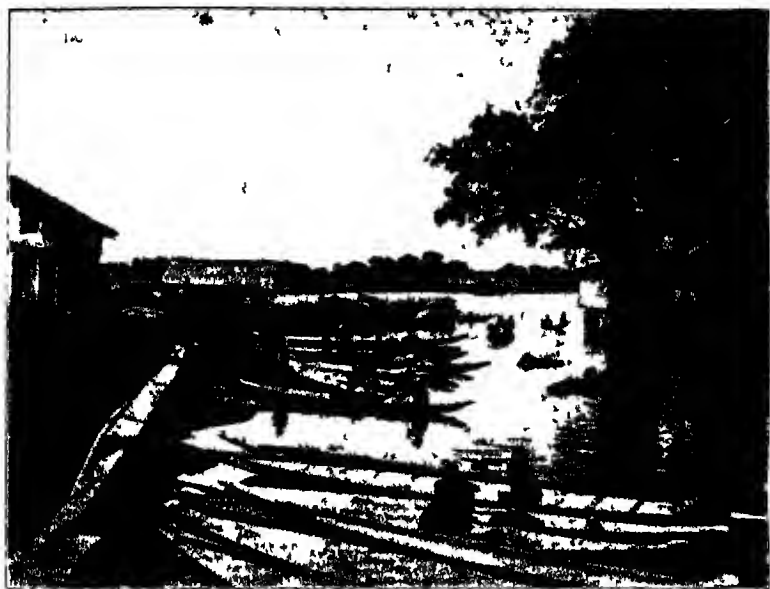
Ashore, the central part of the city is the old walled *benteng* or fort, which is too hot to be used as a residence for the garrison, being so situated as to leave no free course to the air currents. Within half an hour by boat below Palembang is Peladjoe, an establishment of the Royal Dutch Petroleum Company. The river here is two-thirds of a mile in width, and at night the Company's station is lighted entirely by electricity, affording a surprisingly



RAFTS ON THE MUKSI RIVER



KAMPONG (NATIVE VILLAGE) ON THE MUKSI RIVER



PALEMBANG



MAIN STREET OF PALEMBANG.

picturesque effect. The oil refinery of Moesi Ilir is situated a long way above the city.

By the direct way to Deli, the passing of the Banka-straits is the



OIL-REFINING WORKS MOESI ILIR.



FISHING BOAT

first incident that relieves the monotony of the journey. To the port-side we see the low-lying shore of Sumatra; to the starboard, the coasts of Banka rising higher out of the water, and in the background an isolated mountain.

Banka

is an interesting island in many respects. Geologically, it must be considered as an upheaval of the same earth-ridge which forms the peninsula of Malacca. It contains rocks of ancient geological formation, whose sediments form layers of earth containing tin, which now constitutes the principal wealth of the island. From a botanical

and zoological point of view, it differs more from Sumatra, which lies close by, than one would at first sight expect; this points to the theory that the vicinity is of comparatively recent date, as Sumatra is enlarging continuously in an eastern direction.

At Muntok, the capital, the natives sell pretty objects of tin, such as cigar boxes and ash trays.

From Muntok the steamer, rounding the projecting tongue of land in which lies the great Delta of the Batang Hari, shapes its course towards the wide strait of Berhala, which separates the low-lying shore of Sumatra from the hilly island of Singkep, rich in tin. Behind the last named rises the rocky Peak of Lingga (3870 feet).

The Straits of Doerian afford a passage between the multifarious



ROADSTAD OF MUNTOK.



PROAS OFF MUNTOK.

islands forming the Lingga Archipelago, and at the entrance of the Straits of Malacca the steamer passes close to the high and steep island of Karimon. About four hours on this side of the Deli lightship we see a small solitary island rising up, as it were, from the depths of the sea. This is Berhala, which has only one small, sheltered anchorage. On this island is the quarantine station for emigrants from Deli suffering from infectious disease.

Belawan.

On approaching the Belawan, the harbour of Deli, the shore of Sumatra displays the same character as in the Banka straits; a long, low, dark-green streak, with a straight, unbroken line of coast marked out against the muddy sea, while its upper edge, equally smooth and uniform, borders on the moist atmosphere, quivering with heat. It is only in the morning that we see, far inland, a ridge of dim blue mountains, from which rise a couple of finely delineated volcanic cones. One of these is distinguished by a greyish-yellow tint, (which has gained for it, probably erroneously, the name of Sulphur Mountain) and sometimes by a white plume of smoke hovering on its summit.

The broad stretch of lowland between the mountain-range and the coast has been formed by the sinking of the mud that has been washed away from the mountains, at the mouths of the rivers, and on both sides of their banks by the periodical inundations. The land is being continually increased by the woods along the coast, growing half into the sea, which consist almost entirely of mangroves or rhizophorae (*bakoe*) standing above the water on a labyrinth of surface roots, between which the mud remains hanging and accumulates. Thus the bottom of the sea, on which they take root, gradually becomes dry land, but underneath, along their outer edge, a new fringe of young plants has come up meanwhile, which continues to form land. This power of being able to strike root in the sea the mangroves owe to their extremely remarkable powers of reproduction. Their ripe seeds do not fall off, but begin to germinate on the trees which produced them and grow out into long staff-shaped stalks, hanging perpendicularly downwards in the air. When at last they get free from the branch, they sink by their own weight into the soft bottom of the sea, and remain sticking upright in it, whereupon their lower end immediately begins to strike firm root. Shortly afterwards, the part protruding above the water sends forth leaves and branches.

Slowly and cautiously, the steamer creeps over the mud-bank at

the river mouth; often compelled to stop, or running aground on the soft and continuously shifting bottom, which the screw keeps sending up in dirty brown splashes, unless indeed the gully has just been drained. To the right and left, we see far out at sea, the drag-nets (seros) of the Malay coast fishers.

Once over the bar, the boat soon casts anchor in the spacious mouth of the Kwala Belawan, right opposite the station of the Deli-Railway, at the jetty of the Packet Company. We pass without much difficulty or loss of time through the custom-house, and with one of the many trains can soon leave the damp, warm, and always very unhealthy harbour, and in a couple of hours reach the capital-town of Medan.

First we cross the railway-bridge of the *Kwala Deli*, an interesting construction 1220 feet long, consisting of twenty spans resting upon piers, which have been driven down into the soft mud until they have reached firm ground. Shortly after starting, we pass the old harbour *Laboean*, to which one formerly had to berowed by sampan from the Belawan.

Before arriving at Medan, we have already gained an impression of the characteristic scenery of Deli: a large, bare, monotonous plain, for the most part covered with high alang-alang grass—here called lalang—or with wild, tangled shrubs; little inhabited, except where here and there a tobacco plantation lies in the midst of the fields. If we come at the time when the tobacco has been gathered in, we see the greater part of these fields planted with rice, which the natives, according to their farm lease, are allowed to grow during the first year upon the fallow-lying tobacco-fields. A few kampoungs with their fruit-trees, and here and there a solitary *toculang* (bee-tree), which was spared when the primeval forest was rooted up, fail to break the monotony and desolateness of the landscape. On the contrary, they rather tend to increase it.

Near Medan we pass extensive railway sidings crowded with luggage-trains and sheds, that give one a lively impression of the traffic and prosperity which prevail in this tobacco-country *par excellence*. The numerous crowds of native, or rather non-European travellers, at every station, produce the same impression: Chinese, Malays, Javanese, Klings, Bengalis, and Bataks, swarm on the platforms and fill the numerous and spacious third class carriages. The majority of these people come from other parts, for the original Malay population was, and is still, small. When the first tobacco-planters came to Deli, the country was as thinly populated as the districts lying south and north of it on Sumatra's east coast, and this small population appeared, moreover, both unwilling and

unfit for the cultivation of tobacco according to the European method.

So the planters were compelled to look for workmen elsewhere. The nearest place where coolies could be obtained was the Straits Settlements, which supplied Chinamen, who appear admirably adapted for the cultivation of tobacco. As, however, the charges of the English coolie-brokers were exorbitantly high, the planters' Committee at Deli contrived to effect a direct immigration from China. In smaller numbers there come to Deli, Javanese, Baweanese, (Bojans) Bandjarese (form Bandjermasin), Klings (form the coast of Malabar), and Bengalis. The men of the last two races do not, however, come direct, but only from the Straits, and then, too, against the wishes of the British-Indian Government.

All the building and appurtenances of the *Railway* look new and modern, which can easily be understood when we remember that the line was only laid down in 1886.

At Medan the line is divided into three branches: one to the left (on the east) running to Padang—Bedagei (Tebing Tinggi); the middle one, (a continuation of the main-line), to Deli Toewa, on the slopes of the foot-ridges of the mountain-range; and the one to the right (in a northern direction) to Bindjei and Tandjong Poera (afterwards to be continued to Pankalan Brandan) with a branch line Bindjei—Kwala.

When the tobacco is shipped, we see many wagons laden with neat bales of the leaf, packed in fine matting, but at all times there are loads of imported articles, especially *atap* (covering for roofs), and sticks for drying the tobacco (*anak kajoe*), wood, uncut and cut, stones, lime, ironwork, artificial manure, provisions, liquors, rice, and fish. The Deli Railway does a good business. It was built entirely with private capital, without any help from the Government.

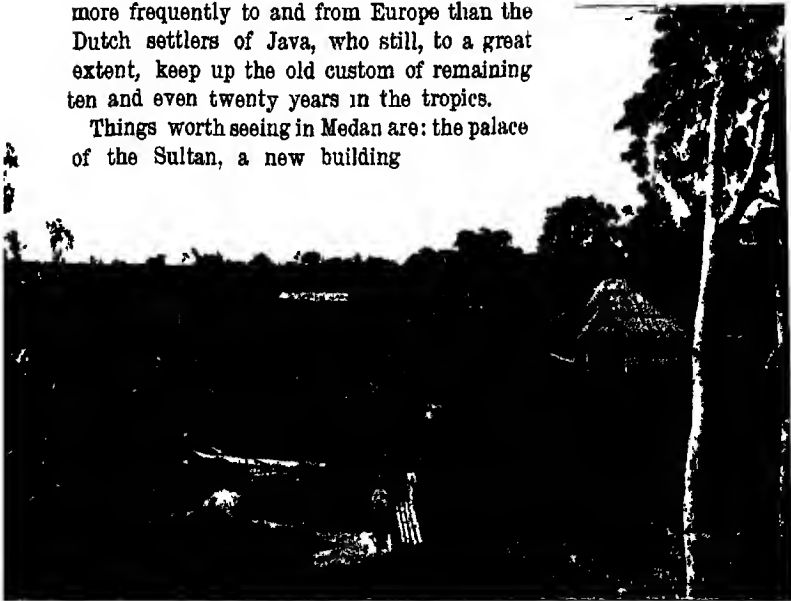
Medan.

Medan, the chief place of Deli, electrically lighted, is the seat of the Resident of the east-coast of Sumatra, and of the Sultan. It lies on the Deli-river at its confluence with the Boboera. As soon as we have stepped out of the station into the spacious aloen-aloen, we perceive at the first glance that we have arrived at a new, busy, and flourishing place. In 1869 it was chosen by NIENHUY, the originator of the Deli Company, as the seat of its chief administration, on account of its suitability for import and export. Before that time it was a wretched kampong,

surrounded by a double wall, traces of which still remain. It was not till 1871 that Medan had a doctor of its own. Now we find „De Witte Sociëit” (club), recently entirely rebuilt and enlarged, next to which stands the post and telegraph office, the barracks, the fort, large Chinese and other shops, a couple o. hotels (the “Oranje”- and “Medan”-hotel), a racecourse, a large, new Resident’s house, and the works of the Deli Company.

What especially strikes the European coming from Java, is the modern, European manner in which the grounds and buildings have been planned, and the greater variety in architecture, adapted to the mixed population. The cause of this lies in the proximity of the Straits-Settlements and in the overwhelming influence of the planters, that is to say the civilian element, among the colonists. These, belonging to all nations, but chiefly consisting of young enterprising men fresh from Europe, have imprinted a Western character upon everything, and in the arrangement of their dwellings and plantations have followed the example of their English neighbours across the Straits, rather than that of remote Java. In social habits we also observe a closer connection with Europe, as the Deli tobacco-planters travel more frequently to and from Europe than the Dutch settlers of Java, who still, to a great extent, keep up the old custom of remaining ten and even twenty years in the tropics.

Things worth seeing in Medan are: the palace of the Sultan, a new building



TOBACCO-PLANTATION IN DELI

erected by a European architect in a sort of Moresque style; the new Chinese temple, bearing witness to the vast sums of money which are earned in Deli by the sons of the Celestial Empire, and the various buildings of the *Deli Company*, which has its chief office here. This, the largest and oldest of the many tobacco-cultivating companies, was established in 1839. It had then 100,000 acres of land at its disposal, consisting of twenty-one plantations in the provinces of Deli and Langkat, and worked with a capital of four million guilders and a reserve capital of $4\frac{1}{2}$ millions. By its instrumentality, direct immigration of coolies from China was brought about; and one of the members of its administration was the author of an enactment regulating the relations between the coolies and their masters. This enactment, however, has been shown to be capable of improvement.

That the Deli Company, in many respects, looks well in its labourers is shown by the hospital and also by the asylum for immigrants, which it has built in conjunction with other planters. Here contract-coolies, who through chronic or incurable diseases are unfit for work, find a temporary or permanent home.

Whoever stops at Deli for a shorter or longer time, will naturally pay a visit to one or more *tobacco plantations*. Everywhere he will find the principal arrangements the same.

In the middle, a spacious house for the director, erected in the British-Indian bungalow style, rises high above ground. Next to it is a gigantic curing-shed, to which the tobacco is taken in the month of July to ferment for from six to nine months in piles which keep increasing in size. In the month of September the leaves are sorted by coolies seated in two long rows at the open sides; at the outside the sorters, and opposite them the bundle makers.

Next comes the large airy shed of the Chinese workmen, the so-called "kongsi", in the neighbourhood of which one or more native shops, here named "kedei," are to be found, and other dwellings of Javanese, Klings, Bengalis, or Boyans. Each of those races has its own peculiar labour; the Javanese are woodmen, roadmakers, and gardeners; the Klings, cowherds and drivers of ox-waggons (*karèta lembhoe*); the Bengalis, policemen; and the Boyans, carpenters; whilst the clearing of the forest is done by Bataks and Malays, temporarily engaged, who also build barns and make roads.

The tobacco-fields constituting the company's enormous territory are divided into from four to six groups, of which every year only a tenth to a fifth part is used for tobacco-growing, the remainder lying fallow. Each of these groups is under the superintendence

of an assistant-manager, who has under him about 100 workmen. On both sides of a plantation-road are the fields; which in January, February, and March are prepared for the reception of the young plants by the cutting down and burning of the trees and by working the soil with the "tjankol", or native spade. In April the "bibit", which has been sown on forcing-beds, is planted out on it, and by July these plants have grown into tobacco shrubs as high as a man. These are then cut down and taken to the drying-sheds. These lofty, long sheds, with their gigantic roofs of "atap", are arranged in a long row by the high road, and are a characteristic feature of Deli scenery.

The fallow-lying fields may for a year be sown with rice by the population. After this time, they are left to themselves and are



ELEPHANT HUNTING IN SERDANG

soon covered with a wilderness of bushes or with high alang-alang grass. The latter is getting too much the upper hand in Deli, principally owing to the burning down of the forests, which, either by accident or on purpose, are set on fire and cannot recover. The re-afforestation of exhausted tobacco fields is one of the most thorny and urgent problems in Deli.

If a choice can be made, a visit to a plantation further in the interior, that is to say, situated on the borders of the hills, is to be recommended. The scenery there gains much in beauty, owing to the flat country being almost entirely stripped of wood, and besides this, an opportunity is afforded of learning something about the remarkable population of these highlands, the *Bataks*.

The custom of cannibalism, to which this race of Malays owes

its bad renown, does not now exist, at least, amongst the Karo-Bataks, who live in the mountain districts on the borders of Deli, but they still have peculiarities enough to awaken the interest, even of the ordinary tourist, in the highest degree.

In appearance they do not differ very much from the Malays, although they can be distinguished from them. Their dress is generally extremely simple; blue is the colour most commonly worn for "sarong," head-cloth, and "slendang" both by men and women. The latter often wear silver earrings of extraordinary size, so thick and heavy that they have to be fastened to their hair, and yet have stretched out their ear lobes to a tremendous length.

The kampongs are generally dirty and poverty-stricken. Underneath the low houses, supported on poles, pigs dig up the ground, as the Bataks, being pagans, are allowed to eat the flesh of these animals. An open "balei," or consultation house, serves also as a reception room for strangers. You have to climb up to it along the steep trunk of a tree, in which steps have been cut.

In the vicinity of some kampongs, houses for the dead are found, in which, however, only the trunk of the deceased is kept, the skull being kept apart, as it is looked upon as an object of great veneration.

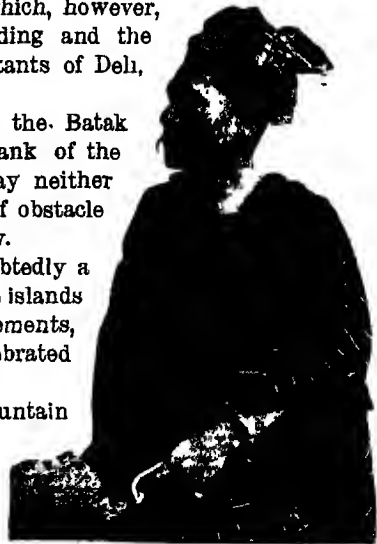
The Bataks of the plateau around the lake of Toba possess an excellent breed of horses, which, however, through want of care in breeding and the great demand from the inhabitants of Deli, threatens to degenerate.

A journey from Deli across the Batak plateau and to the northern bank of the *Toba-lake*, is at the present day neither dangerous nor difficult. The chief obstacle is the expense of such a journey.

Cheaper and easier is undoubtedly a trip to Poeloe Pinang, one of the islands belonging to the Straits-Settlements, under the coast of Malacca, celebrated for its beautiful scenery.

It consists principally of a mountain completely covered with vegetation, on the top of which "The Crag", a sanatorium, is situated.

There, generally, several of the inhabitants of Deli are



A BATAK CHIEF

staying to recover from the injurious effects which living in tropical, low-lying districts has upon many European constitutions. From the bungalow on "the Crag" we get a glorious view of Georgetown, with its roadstead, and of the plains and of hills of Malacca opposite.

FROM DELI TO SINGAPORE.

Those who have time to take the trip along the coastal towns of Sumatra will not need to complain of monotony as much as they may have anticipated. If we leave the harbour of Deli after the arrival of the last train from Medan, we find ourselves very early next morning on the Asahan river, a fine broad stream, which has, unfortunately, only a narrow navigation channel, spread moreover with numerous sand banks, so that considerable seamanship is required to bring the steamer safely to the government jetty of

Tandjong Balei.

the chief township of the Administrative Division of Asahan. Tandjong Balei is the location of an Assistant-Resident and the residential town of the Sultan of Asahan. It is rather pleasantly situated between the Silau and the Selatlantjang rivers, but this position greatly impedes its extension. The Sultan owns two fine residences, of which one is known simply as Astana (the Palace) and the other is called Astana kota dingin (the Palace in the Cool City). Visitors are readily admitted to view these palaces, if permission has been obtained beforehand. A government road leads to the interior along a number of very flourishing tobacco plantations. There are also in this district several estates growing Liberia coffee of good quality. The district of Asahan is very prosperous and has a brisk trade. The Asahan river forms the highway to the lands of the Balaks, and Lake Toba, of which the river is the outlet can be reached with ease by following its course.

Laboean Bilik.

If the steamer goes down the Asahan river in the evening, she is able to reach the Pané river at day-break next morning. The Pané also forms a very broad stream, and after steaming upwards an hour or more a point is reached where it divides into two



BRIDGE ACROSS THE ASARAN RIVER

branches — the Pané and the Bila. Laboean Bilik lies on the Pané just above the dividing point. Is is the capital of the small principality of Pané, and the headquarters of the Controller of the Laboean Batoe Division. From this point the Packet Company's steamers leave alternately, either directly for Singapore or along the coast via Bengkalis (formerly the location of the Resident of the East Coast of Sumatra), and Siak, the residence of the Sultan of Siak.

SINGAPORE.

Whoever travels to the Dutch East Indies by the German, French or English mail, or crosses over to it from British-India, or comes from Japan, China, or Further India, must leave the steamer at Singapore.

But even to him who, from Batavia or any other Dutch port, wishes to travel through the Archipelago, a visit to this great commercial harbour and emporium of East-Asia is to be strongly recommended. The visit should not occupy more than a few days, as the heat on the lowlying island detracts very considerably from the pleasure.

Singapore has one great attraction above any of the harbours on the north coast of Java; it lies right on the sea, on a coast

free from swamps, along a splendid roadstead. It has, besides, a much more European and modern character than the Java towns, but this fact, although it makes Singapore more pleasant to the eye, especially from the sea, has also some serious disadvantages, as it is certainly not agreeable in a tropical coast-climate to walk in the burning heat along quays unsheltered from the sun, and to have to climb steep stairs to third storeys.

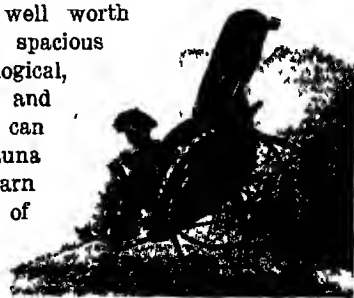
The mail-boats lie alongside the quays of Tanjong-Pagar docks. at about half an hour's walk from the town, and can be reached by "gharrie" (palanquin), or by 'rickshaw (a Japanese conveyance drawn by Chinese). On the landing-place we find Malay porters from the hotels. The office of the Royal Packet Company is in the town on the quay, close to the landing-place, which is sheltered from the sun by a large overhanging roof. Quite close to it is the fine post-office, and the great club, which is distinguished both for the splendid view which it commands of the roadstead, and for the tasteful arrangement of its spacious dining and conversation rooms.

The best-known Hotels are situated on the esplanade, where stands the statue of Sir STAMFORD RAFFLES, the English Governor who in 1819 founded Singapore. They are: the Hotel de l'Europe, recently entirely rebuilt the Raffles-Hotel, (both very large,) and the Adelphi-Hotel, which, although cheaper, deserves to be recommended. Generally speaking, the hotels are much dearer than those in Java, and by no means as good. On the Esplanade about 4 p. m. cricket, football, tennis etc. are played. Sometimes there is music, and Society drives about.

The Botanical Gardens, about a quarter of an hour's drive from the town, are very well worth visiting, although in scientific importance and completeness they are far inferior to the Gardens at Buitenzorg.

Less interesting, but still well worth seeing, is the Museum, a fine spacious building with ethnographical, zoological, and mineralogical collections, and a library. In a short time we can obtain a very good idea of the fauna and products of Malacca and learn something about the history of Singapore.

In the European commercial part of the town are large well stocked shops, amongst



A 'RICKSHAW'.

which those of JOHN LITTLE, ROBINSON, and specially those of KUHN AND KOMUE, are distinguished by their richness in Chinese and Japanese art wares. Books and periodicals at KELLY's and a WALSH's. A visit to the quarters where the non European inhabitants live, is to be recommended. We shall then perceive that Singapore is, in the strictest sense of the word, a Chinese town.

In the evening the traveller who takes interest in the peculiarities of eastern native life can satisfy his curiosity by paying a visit to a real Chinese theatre.

If we have more than one day at our disposal, we should make an excursion to Boekit Timah, the highest hill of the island (570 feet), from which we

have a good view of the town, and of the Sultanate of Johore, stretching to the north on the mainland of Malacca, divided from Singapore-island only by a narrow strait, across which tigers have been known to swim. On the way to the top we pass through a fine virgin forest.



A ROYAL TIGER

TO BANDJERMASIN & THE EAST COAST OF BORNEO.

From Singapore the Packet Company's steamers go to Bandjermasin and the East coast of Borneo via Soerabaja.

Some of the steamers, either on the passage between Singapore and Soerabaja or on that between Soerabaja and Bandjermasin, touch at Sangkapoera, on the island of

Bawean.

This mountainous islet, (of which the highest point is 2128 feet above sea level), has an area of barely 150 square miles and a population of 44,000, of whom many hire themselves out as temporary labourers at Singapore or Soerabaja, or in Deli. They are known

at Singapore and Soerabaja as *bojans*, the English corruption of *Boedjang*, or casual hand. As soon as they have saved a little money they return to their native place, spend it, and depart in search of fresh earnings. The principal article of export is matting, especially mats of pandagus leaves. On the day following that of the departure from Soerabaja

Bandjermasin

is reached. After ascending the Barito for two hours, and the very winding Martapoera for half an hour, the steamer reaches its moorings at the pier of Bandjermasin, the capital of the Southern and Eastern Divisions of Borneo.

Here a garrison, a man-of-war for river service, and a river vessel belonging to the Navy, are available to reinforce the authority of the Dutch. The river is rather busy, Bandjermasin being a trading centre of some importance, and this fact imparts a sense of animation to the beautiful scene on the stream. Numerous finely finished gondolas, with high ascending bows and sterns serve the cross-traffic between the two banks of the river.

Bandjermasin has two very good hotels: Grevelinck and Goed-bloed. As the soil is swampy, many of the houses are built upon piles and some are on rafts (*rakit*), which gives a picturesque appearance to the prosperous little town.

A small steamer may be hired for excursions up the Barito or the Martapoera; those who wish to go crocodile-hunting should choose the latter. The Packet Company's paddle-boat ascends as far as Poeroek (*Priok*) Tjakoe, high on the upper reaches of the Barito. It is also possible to ascend the tributary river Bahan, in order to obtain an insight on the spot into the important industries of the district of Nagara (with capital of the same name) consisting especially of smith's-works (sword-making is carried on in the capital) together with brass-casting and pottery-making. Side-arms, hatchets, and copperware are exported from this district to places outside the island of Borneo.

After leaving Bandjermasin and regaining the open sea, the steamer doubles the Southern point of Borneo (Tandjong Salatan or Silat) and shapes a north easterly course towards the Straits of Laoet, between the low coast of Borneo and the island of Poeloe Laoet, through which runs a chain of hills.

Occasionally the ship, shortly before reaching the end of the Straits, touches one of the piers of Semblinbingan, on Poeloe Laoet, where large ocean steamers may often be seen coaling. The coal,

supplied by the Poeloe Laoet Coal Co. is brought from the mines to the shore by trucks. A visit to the Coal Company's wharves, and especially to its mines, is well worth the trouble.

Half an hour later, that is to say about 20 hours after leaving Bandjir, the steamer casts anchor at the entrance to the Straits of

Kota Baroe

the shipping place of the island, picturesquely situated at its northern extremity at the promontory which marks the end of the chain of hills. Within recent years this place has made great commercial progress. Poeloe Laoet produces excellent pepper, and close by Kota Baroe one of the pepper plantations, with which a cattle-breeding establishment is connected, may be inspected (at high tide by proa, $\frac{3}{4}$ hours).

The steamer now proceeds northwards, past the mouth of Kloempang Bay, facing which are a few small islands, among them Poeloe Nangka Besar, where excellent coal is worked by the Poeloe Nangka Company.

The first station is

Pasir

more properly called Taneh Gregot, a settlement only recently established by the Dutch-Indian Government, and the location of a Controller. Pasir exports considerable quantities of an excellent kind of rattan; most of the trade is in the hands of the Boeginese. The native capital, which is the seat of the Sultan of the small principality of Pasir, lies three quarters of an hour further inland, but it is of small account. A couple of hours later we approach

Balik Papan.

This new port resembles Marseilles or Salonica so far as position is concerned, that is to say it is not situated on the borders of the big river for whose territory it is the most convenient shipping port. This stream, the Mahakkan or Koetei river, does not admit steamers of heavy draught. The bay of Balik Papan differs from all other ports on the South East Coast of Borneo in having scarcely any bank in front. Even at low tide there is never less than 26 feet of water in the navigation channel, and vessels drawing 37 feet may pass in and out with safety. The bay is large enough to afford a safe anchorage to whole fleets of big sea-going vessels. When entering the harbour the steamer passes the small island of Toekong barely more than a tree-clad rock. This is

regarded as a sacred spot by the natives, who regularly resort to it for the purpose of making offerings to their gods. Next a few houses are seen on a hill about 100 feet high at the corner of the bay. The largest of these, painted white, is that of the harbour-inspector, and serves at the same time as the Post-office, the others are occupied by European and native pilots. A little beyond, at the foot of the hill, we observe the hospital of the Netherlands Industrial and Trading Company, and, some distance further on, the Custom House with the Government Pier, at which no ship can lie because there is only four feet of water. Facing the Custom House is a good stone building, the Post and Telegraph-office, — Balik-Papan being connected by land with Bandjermasin and Samarinda, and by cable with Menado, — and adjoining the last named building is the house of the Customs Inspector.

This exhausts the description of the Dutch portion of Balik Papan. Unfortunately it does not yet boast of a Controller and of armed police officers.

We now observe the workmanlike piers belonging to the petroleum concern referred to above — the Netherlands Industrial and Trading Company. The Company has a Dutch name (*Nederlandsche Industriëen Handel Maatschappij*) but its capital, its directors and most of its staff are British. One of the piers is used by the Packet Company's boats.

The slope of the hills behind the piers has been dug out to afford accommodation for 15 petroleum tanks, with a capacity of 4,000 tons each. The European employés have their dwelling houses on the top of the hills. A little way further to the North are the refining works, saw-mills, machine-shop, ironfoundry, coolie-sheds and native quarters. The raw oil is brought down from Sanga-Sanga, a township on a river of the same name, a tributary of the Mahakkan, by a fleet of seven tank-steamers with a carrying capacity of about 400 tons each. The Sanga-Sanga oil wells appear to be very rich. The tank steamers, the Packet Company's vessels which here take on board the oil residue, and the Shell-line steamers, in which the refined oil is shipped to all parts of the world, bring a considerable maritime movement to the place, which, ten years ago, was merely a Boeginese fishing village.

Keeping its course along the coast, the steamer enters the Moeara-Djawa, the Southern outlet of the great Mahakkan delta, and its only navigable waterway. Just where the river divides into its three main branches. (the Moeara Djawa, the Moeara Bajar and the Moeara Berouw), it receives the Sanga-Sanga from the South. At this juncture lies Moeara Djawa (Baroe) where the boat stops

for a moment to drop the pilot and to clear for entry. Baroe is the station between Balikpapan and Sanga-Sanga. Here a harbour-inspector is stationed, and there is a post-office as well as some sheds and a hospital of the N. I. T. C. Coal is mined at a distance of about 10 minutes from the pier and is used by the steamers of the Company and of the pilot service.

The steamer now ascends as far as

Samarinda or Koetel

concerning which there is little to be said. Here an Assistant-Resident is located, and there is a slipway for small steamers, with a factory and a sawmill appertaining thereto. The principal articles of export are rattan, gutta-percha, beeswax, edible birds' nests and tripang. From the Clubhouse there is a splendid view of the noble river, to which small steamers and native proas always impart a busy appearance.

Higher up the river, at Batoe Pangal, are the works, recently closed down, of the East Borneo Coal Co., and 1½ hours beyond this, is the beautiful little town of Tengaroeng, the seat of the Sultan of Koetel, who has a most luxurious palace to which admission may be obtained through the intermediary of the local Controller.

JOURNEYS TO CELEBES AND THROUGH THE MOLUCCAS.

The extensive boat-communication which the Packet Company maintains in the Moluccas, now makes it possible to visit the innumerable places of attraction in this glorious tropical Archipelago, in a comparatively short time.

If we remain on board the same vessel we can only visit a portion of this extensive part of the Dutch-Indian Archipelago, which necessarily makes the visit a hasty one, because the steamboat seldom stops for more than two days at the principal places, and in most harbours makes a still shorter stay. Therefore, he who wishes to become more intimately acquainted with some of the principal points of attraction, will do better to stay and wait for the next boat; this has to be entered on his ticket. Specially adapted for a longer stay are Menado, Ambon, Banda, and Macassar.

The eastern and southern parts of the Molucca Archipelago, with Dutch New-Guinea, are of the most interesting, from an ethnographical, botanical, and zoological point of view, and will prove most attractive to lovers of what is strange, unknown, and wild.

In the northern and western parts we find more traces of civilization and cultivation, but a also richness of natural scenery, and geological and botanical attractions, which characterize the visit to these isles as one of the most agreeable and instructive that can be paid to tropical zones. Danger, either from the elements, or from the natives, need not be feared, unless we wish to penetrate into the interior of New-Guinea or Ceram. In the north-western part of the Moluccas more particularly, there is greater safety and peacefulness than in the most civilized kingdom of Europe.

The climate of the Moluccas and Celebes is very healthy and temperate. The proximity to the Equator causes copious showers of rain to fall in the course of the year, which temper the tropical heat and drought.

The sea is generally calm and smooth; hurricanes and typhoons, such as prevail in the Chinese sea, do not occur.

FROM SOERABAJA TO MACASSAR.

The Straits of Madoera.

The boat leaves the roadstead of Soerabaja at 2 or 4 p. m. (see local papers), and steers in a easterly direction, through the so-called funnel, to the Straits, or rather Gulf, of Madoera.

If it be a fine morning, we can once more enjoy the pleasant aspect of the shore and the beautiful view on the Penangoengan and the Ardjoeno, whilst the proas of Madoera stand out against the glittering green of the banks like so many silver ornaments.

When the tourist, refreshed by his afternoon siesta, appears on deck again, he may hope to get from the starboard side a view of the north-coast of Java as impressive, and at the same time as beautiful, as is obtainable at no other point. Several colossal mountains stand side by side with sharp and deeply indented flanks, glowing in the evening sun. Their ribs curve and extend zigzag down to the coast, whilst their bases widen out in such a manner as to convey the idea that they have only just been hurled down from the tops of vomiting craters.

Extensive alluvial plains, such as are found near Batavia and Soerabaja, which make the mountains appear as though they were sinking back into the blue mist of the horizon, are not to be seen here, because they are hidden beneath the waters of the Gulf of Madoera. In the rear, we see the gigantic Tengger disappear; the wild rugged groups of the Idjang mountains rise in mid-air; behind them, the beautiful cone of the Lamongan, with its white smoke plume is seen. Ahead of us, in the foreground, we see the strangely fantastic rocky battlements of the Goenoeng Ringgit, and in the far distance, the black massive cones of the Raun-Idjen-mountains. To the left, in a northerly direction, these descend to the horizon with a gentle slope, to rise again, in an irregular group of truncated cones—the Goenoeng Sedano or Baloeran, which like a gigantic watch-tower looks from Java's east corner into the wide open sea.

From aboard the formation of the Goenoeng Ringgit can be clearly perceived. We get lively impressions in confirmation of the theory of VERBEEK, that this mountain is the meagre ruin of a large and lofty volcanic cone, the north side of which has been entirely destroyed and has disappeared in the sea. The eruption of the Krakatau proves that such catastrophes, by which whole mountain slopes are swallowed up in the depths of the sea, really do happen, and that the theories founded thereon are at any rate entitled to respect.

Towards evening the light of Meinderts-Droogte, that indicates the entrance into the Straits of Bali, sends us a last greeting from the Soenda-islands.

Next morning we see in the south horizon the gigantic mountain cone of Lombok. This is the Goenoeng Rindjani, the highest mountain of the Indian Archipelago (12350 feet.)

Some of the Packet Company's steamers running between Soerabaja and Macassar touch at Singaradja (Boeleleng) on the island of Bali, and at Ampenan on the island of Lombok. At both places a visit on shore will be found thoroughly worth the time. Boeleleng is the chief place of, and the port of entry to, the remarkable island of Bali, the only one of the Archipelago where the Hindoo religion has survived.

Lombok.

From Boeleleng the steamer doubles the northern point of Bali, continuing its course along the north east coast of the island, and afterwards crossing the broad passage of Lombok towards Ampenan.

Landing is effected by native boats (blandong, 50 cents). The pier can only be reached by small craft. Lombok has magnificent roads, very suitable for cycling excursions, but little carts are always obtainable at the landing place for drives to the most interesting points.

Ampenan is linked up by cable with Java and Celebes and by telephone with four places on the island: Mataram, Praya, Selong and Laboean-Hadji. The post and telegraph office is in the Kampong Bebek, the site of the dismantled fortress Kapitan, a mile from Ampenan. Facing it is a *pasanggrahan* (formerly the house of the Assistant Resident) where lodging can be obtained.

The most interesting places in the island are:

Mataram, three miles from Ampenan, headquarters of the Assistant-Resident, of a Controller, (the chief of the local government) and of a Controller of Agrarian Affairs. In front of the Assistant-Resident's house is a handsomely laid-out park containing a monument in commemoration of the soldiers who fell in the war on the island a few years ago. The route lies through a fertile district, bearing testimony to the richness of the soil.

Tjakra Negara, $4\frac{1}{2}$ miles distant from Ampenan, where in the night between August 25th and 26th a surprise attack was made upon the Dutch troops by the natives. Here is the Dewa temple where General van Ham fell, and next to which he is buried. His grave is surmounted by a monument. At Tjakra Negara there is a walled-round pleasure resort called Majora. The greater part of the area within the walls is taken up by a small lake, in the middle of which is an island, with a building used as a Court of Law by the Balinese. Three other pleasure resorts belonged to the Royal family of the island.

Marmada, ten miles from Ampenan, is remarkable an account of its artificial ponds or small lakes built in terraces. The construction occupied hundreds of labourers for more than 17 years, notwithstanding which much remains uncompleted. At Marmada a *pasanggrahan* has now been established. Visitors desirous of passing the night there must give notice beforehand to the Controller at Mataram. There is a swimming bath and a shower bath, but the spring water which supplies them is so cold that in many cases it is inadvisable to bathe before 9 a.m. The nights are so cool that a blanket is indispensable.

Zingsar, about 3 miles from Marmada and $8\frac{3}{4}$ miles from Ampenan, is also an old Royal residence, and, although now in decay, deserves to be visited.

Goenoeng Sari, about $5\frac{1}{4}$ miles from Ampenan, with a deer-park.

is in a state of utter neglect. To reach it two rivers must be waded through, and the visit does not repay the trouble.

Besides the places mentioned there are a few sacred tombs and graves, one of these being placed in a large waringin tree.

The charge for small carts is as follows: To Mataram and back $\text{f } 1$; to Marmada and back $\text{f } 4.50$; to Marmada via Lingsar and back $\text{f } 5$.

Celebes.

The second morning after leaving Soerabaja, Celebes has been in sight for some time. Steering close to the west-coast, we notice the high peak of Bonthain (Lompo Batang), 9850 feet, with its many tops. The country in front of it looks hilly and mountainous, and is entirely covered with vegetation.

The west-coast of Celebes shows an entirely different character from the north-coast of Java, which we have just left. There we beheld deeply indented and torn volcanic cones and crater-walls, rising from the midst of low levels or plains, which, through cultivation, had been entirely deprived of their original forest. Here we observe a succession of hilly ridges projecting nearly to the sea, almost entirely covered with dense woods, followed further by higher chains, which, as it were, surround the huge black masses of the Lompo Batang volcano.

Isolated conical volcanoes in the centre of alluvial plains are, on the other hand, missing here; the parallel mountain ridges are entirely different in outward appearance.

Macassar.

To the left, we begin to perceive the low-lying coral islands before Macassar, the southernmost of the Sperunde-Archipelago. and in front of us, the white buildings along the quay and the ships in the roadstead. The aspect reminds us more of a European than of an Indian harbour. The vessels lie at a large new pier before the quay, along which rises a row of whitewashed warehouses and offices, and before these are piles of all kinds of goods.

The firing of the cannon and the steam whistle awaken the coolies from their morning slumber. They are seen sauntering along in groups, and we notice at once the difference between them and the Javanese. In their dress, red predominates, the sarong is drawn up very high and worn wide round the waist, the legs are bare far above the knee, which added to their stately walk and high turbans, gives them a somewhat proud and valiant appearance.

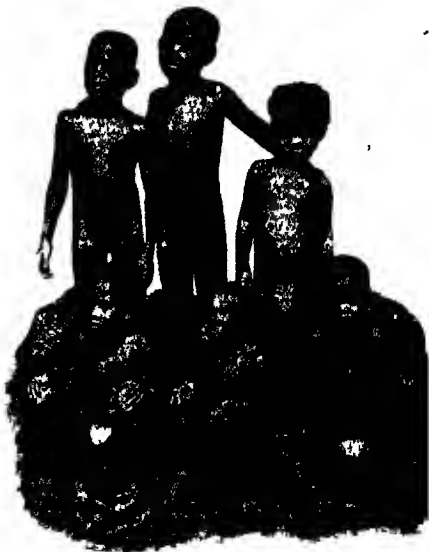
In their faces, also, the difference is visible; it is broader, whilst the nose is curved like a beak, somewhat resembling the Semitic type.

This outward appearance coincides pretty well with the character of the people of Macassar and of the Boeginese. They are brave, sturdy, fond of roaming over the sea and in foreign countries. Better traders than tillers of the soil, they are inclined to be proud and assuming; also addicted to piracy, deceit, and cruelty. The so-called "running amuck", which means running about like maniacs and stabbing everyone they meet, occurs more among them than among any other race of the Archipelago, which no doubt is the result of their extraordinary jealousy, their revengefulness, and their passion for the dice.

The Macassarese and other races of South-Celebes are celebrated as bold riders and hunters. Armed with a long lance, from the end of which hangs a lasso, of which the other end is fastened to the saddle, and seated on their small sturdy horses, they hunt the deer. With this lasso they catch it round the horns, and then suddenly rein in their horse so that the fleeing animal falls down, whereupon they despatch it with their lance or creese. Whilst hunting, they keep one of their knees drawn up on the saddle.

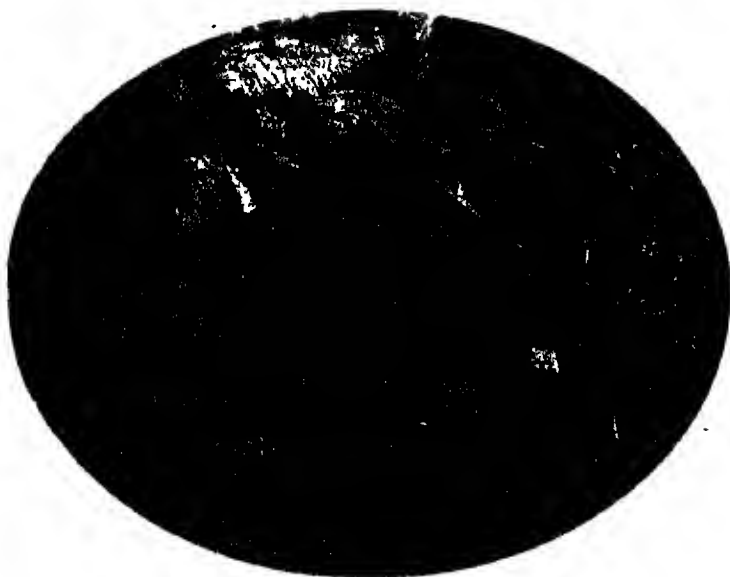
Macassar or *Mangkassar*, the capital of Celebes and its dependencies, and the residence of the Governor of these parts, is the emporium of the products of the island and of the Moluccas. It carries on a brisk trade with Europe and Singapore, and also with Batavia and Australia. During the east-monsoon, the roadstead is perfectly safe, nor is it worthless in the west monsoon, as the long Lau-ley-bank that we see extending at our left, parallel with the coast, breaks the force of the rolling waves and therefore protects the roadstead and the quay. Generally one or more men-of-war and Government steamers lie before the town, so that with its lighthouse and high citadel it looks like a fortified harbour.

To the south and the north



MACASSAR CHILDREN.

of the European quarters, we see the native kampongs stretching for miles along the shore. Beneath the foliage of the cocoanut-trees, the little houses, built on poles, look towards the sea. Their high triangular gables are decorated with carved wood and with shutters like our venetian blinds. They are also distinguished from the Javanese houses by flat square windows, with wooden trellis-work. All along the sparkling beach lie the slender winged proas with curved sterns. Over the smooth surface of the water we hear the clear but monotonous sound of the drum, by means of which the fishing-smacks and merchants'



NATIVE DRUM

proas make known their arrival and departure. Fishermen are seen on their high bamboo scaffolding, watching the shoals of fish in the clear water, ready to catch them in their nets.

To get from the pier to the centre of the European quarter (the drilling-ground), we have to keep along the quay, or walk through the Chinese camp that runs parallel with it. The latter is to be recommended.

Here we are struck by the bustle, the variety of merchandise offered for sale in the small low tokos, and the picturesque but rather decayed appearance of the old-fashioned houses and stores.

Several Europeans are still living in the straight narrow streets of this old part of the town; their houses are distinguished by the traces they still bear of the old Dutch style: large sash windows with small panes of glass and green painted window-sills, bottom and top doors, with crude carved work in the fanlight above it; and front galleries on the street, protected by slanting roofs, resting upon small wooden columns.

All the gardens and grounds are hidden by high white walls, which make the quiet parts of the town particularly lonely and comfortless. Along the street and in the stores we see the staple wares being packed and sent off, especially coprah (the dried fleshy part of the cocoanut), tripang (dried sea-cucumbers, or *Holothurea*, a kind of sea-worm with a prickly skin, which are considered



VIEW IN THE TOWN OF MACASSAR

great delicacies in a Chinese kitchen), mother-of-pearl shells, bird skins, nutmegs, cloves, dried fish, tortoises, damar-resin, sandalwood, rattan, wax, gutta-percha, and other products of the forest.

The new and spacious part of the town which is near the fort, appears to greater advantage. On three sides of the large green square, fine houses have been built, with large grounds. These include the club, the Government office, the hotel, the post-office, the palace of the Governor, and the Prins Hendrik Church. Seen from the other side of the square, the fort, with its high granite walls, above which the glittering yellow gables of the barracks and a small church, with old-fashioned green blinds and slanting roofs, peep out, affords a picturesque and remarkably antique sight. It is called Rotterdam, and dates from the time of the Portuguese,

with whose assistance it was built by the Macassarese, who called it Oedjong Pandjang. In 1667 it was captured from the King of Goa by the Dutch Admiral SPEELMAN, who afterwards made the so-called Bongay-treaty, by which the whole of South-Celebes bound itself to trade with the Dutch only. On that occasion the Admiral thrust his sword into the trunk of a cocoanut-tree, by which he intimated he would pierce anyone that tried to abrogate the treaty, and from this time dates the coat of arms of Macasser, or, as it was formerly called, Vlaardingen.

A large, beautiful tamarind avenue, called "het hooge pad" (the high path), to the west, and an avenue of canary-trees, called "de Heerenweg", to the south, both, of which are lined on each side



HOUSE OF THE SULTAN OF GOA

by well-built large houses, lead from the drilling ground. The "hooge pad" brings us soon to a second beautiful green field, the "Koning's plein", around which lie the cemetery, a small dismantled fort, called Vredenburg, the military hospital, the law courts, the house of the assistant resident, the club "Soranus", and the theatre. There are not many excursions to be made in the neighbourhood, but a walk through the Macassarese and Malay kampongs is well worth the trouble.

During this walk we pass some very old-fashioned country houses, two to the south of Macassar (Maurisse with a large monumental tombstone), and one or two to the north-east, where there are

so-called water castles, i.e. small tents or booths in the shape of a Chinese ship, in the middle of fishing-ponds. A beautiful Arab grave is worth looking at. A nice drive to the ferry Tello, on the river of that name, leads along very low parts of the coast that have been converted into fishing-ponds and salt pans.

Whoever has to remain a day or two at Macassar can make little excursions to the kingdom of Goa¹⁾ and to Maros. For the first a guide or an introduction from the assistant-resident, or the secretary for native affairs, are required, and they are readily granted. The visit to the "King" of Goa is of interest to lovers of ethnography. Here we notice a large high-roofed house resting upon numerous huge poles, communicating by means of galleries and stairs with outer courts, in which the kitchens and apartments for the women are situated. In the interior, however, nothing very original is to be found. The things in the house consist almost entirely of worn-out and ugly European furniture. The only thing that is apparently well looked after is the arsenal, which is well filled with breech-loaders and other arms of Western construction. The women of this place do not wear the sarong wound tightly round the bodies, but hanging down in wide folds, which they hold up in front of them with the left hand when walking. Their headdress is also different from that of the Javanese women, whilst they wear a second sarong round their head and shoulders.

The long carriage road to Goa is entirely covered with grass, which shows that there is not much traffic there. Formerly there were no carriages or other wheeled conveyances at all, and the king obstinately refused to have a good road made, until the Governor of Celebes informed him that a beautiful State-carriage had arrived at Macassar, as a present for him from the Governor-General, which he had only to send for. Then the much wanted road was made in great haste by the Goarese.

Maros, where an assistant-resident and a controller reside, is celebrated for its waterfalls. The journey (40 miles) takes at least two days.

¹⁾ While these pages are in the press it is still uncertain (according to official declarations) whether or not the King of Goa will be re-instated. For this reason the account given above has not been modified.

FROM MACASSAR TO THE SOUTH & EAST COAST OF CELEBES.

Leaving Macassar at 8. a. m. the steamer takes a southerly course past the mouths of the Gowa river, whose yellow water, with that of other smaller rivers, discolours the sea for miles around.

After keeping comparatively close to the shore for some hours the steamer passes through the channel between the island of Tanah Keke, an inhabited sandy bank covered with vegetation, and the South Coast of Celebes. The narrow but safe passage is marked by a few buoys. Leaving the Tanah Keke passage behind, we steam past the bays of Laikang and Malasoro which adjoin, forming safe harbours for large vessels as well as for proas. Just past the bay of Malasoro is Djeneponto, where a Controller is stationed, but from the sea little or nothing of this place is visible.

Bonthain.

Two hours later we are in the roadstead on Bonthain (Bantaeng). The white buildings on the shore have been visible at a long distance. Bonthain, which offers little of interest, lies at the foot of the large, many-topped mountain mass of Lompo Batang or Bantaeng. An Assistant-Resident, who is the administrative head of the Southern Division of Celebes, is stationed here. Potatoes and other European vegetables are grown successfully on the high, cool slopes of the mountains, but the vegetable culture is insufficient to supply the needs of the neighbouring capital, Macassar.

A little place called Loka, in a cool situation on the slope of the Bonthain mountains, is by way of being a resort for convalescents. It boasts of a *pasanggrahan*. The Packet Company's agent at Bonthain is the best person to whom to apply for information as to a trip to Loka.

The journey is broken at Bonthain for a few hours, after which it is continued to

Boeloe Koempa.

(Boelekombas) a two hours' journey. This place which is situated at the foot of a hill of the same name, (Boeloe = hill, Koempa = snake) is administered by a Controller. In the East and West

Monsoon it is often exceedingly troublesome to land at the open roadstead, the more so because it is very shallow, making it necessary for the vessel to cast anchor a long way off the shore.

Boeloe Koempa is accessible from Bonthain on horse-back, or by cart, by a very good road, but it affords little worth seeing. The boat only stops here a few hours, and at daylight next morning anchor is cast on the roadstead of

Saleier

on the West Coast of the oblong island known as Saleier or Tanah Doang. A smaller, likewise oblong, island called Pasi, just opposite Saleier on the west side, forms with the larger island a roomy inner bay which, during the East and West Monsoons, affords a safe shelter for vessels of all kinds. Saleier is a long narrow mountain chain running north and south and intersected by deep valleys and clefts. At the East side it rises sheer out of the sea, at the West there is flat margin at the foot of the hills. Both extremities form pointed capes. Most of the slopes are covered with heavy bush, broken only on the densely populated West Coast by arable land and cocoa palm plantations.

The people of Saleier are known as most venturesome sailors. In their fast-sailing proas they traverse the entire Archipelago. The island contains extraordinary numbers of cocoa-nut trees, hence the preparation of cocoa-nut oil is its chief industry. The women weave delicate and costly sarongs in which, besides cotton yarn, they use pine apple fibre as the principal substance. After a four hours' sojourn at Saleier, the boat makes Northward for the next station, Balang Nipa, steering west of the small islands in the straits of Saleier, the southernmost of which is furnished with a lighthouse. Then, holding North, we pass East of the steep point of Bira and along the bay of Tiro. The entire coast line here rises steeply out of the sea and has been worn and crumbled by the current and the surf to such an extent that deep cavities have been formed in places, while elsewhere walls of rocks, undermined by the sea, have collapsed. All the mountain slopes are tilled and, with their wooded crests, afford an interesting view from the steamer, which passes them at a short distance.

Presently the small island of Bolang Roea (Boeloe Lowé) 816 feet) is espied in the far distance, affording the mariner an excellent landmark by which to steer his course through the channel (rendered unsafe by numerous reefs) to

Balang Nipa.

Nothing can be seen of Balang Nipa from the roadstead. The little place is situated on the Tangka river, at whose mouth we drop anchor. This river is the frontier of the Eastern districts (conquered by the Dutch in 1905) formerly belonging to the Kingdom of Boni, but now under direct Dutch rule. Balang Nipa has a small garrison under the command of a captain. The internal administration of the Eastern districts is under an Assistant-Resident stationed at Sindjai, $\frac{3}{4}$ hours south of Balang Nipa. The fast sailing Boeginese proas, which come alongside at once, generally offer the chance of a trip ashore, but this must often be abandoned on account of the high seas and the low water at the river mouth. From Balang Nipa also there is a lovely view of the Batang and of the lower hill and mountain tops to the North, on whose slopes extensive dry ricefields are seen.

Next morning at daylight the journey is continued to Palima, situated in the North of Boni on the Tjenrana river, at about 5 hours' distance by steamer from Balang Nipa. On this journey the steamer occasionally hugs the shore, and passes through a labyrinth of reefs, giving to the course a good deal of resemblance to the Spermande Archipelago off Macassar. But, except close to Balang Nipa, we miss here the innumerable small islets which make the Spermande Archipelago so interesting (see the following route).

The scarcity of buoys and the fact that the reefs are entirely submerged make this a most troublesome course for the sailor, whose only hint of the danger spots to be avoided is the discoloration of the water. Just past Patiro point, which is passed at close quarters, the large native shore-village of Badjowé comes into view. The houses of this village are built entirely in the water, and the inhabitants are far more at home on the water than ashore.

About four miles distant from Badjowé island is Boni, the capital of the kingdom of the same name. After a run of $1\frac{1}{4}$ hours the boat arrives at

Palima.

Here, as at Balang-Nipa, nothing of the town can be discerned from the roadstead. Communication with the shore is maintained by means of long canoes, which, notwithstanding their small draught, often run aground in the very shallow mouth of the Tjenrana river. The hinterland is extremely mountainous and covered with virgin forest. Nearer the coast the hill-slopes are cultivated, especially with rice and Indian corn, both of these products being

exported from Palima in somewhat considerable quantities. The natives are also expert sword-smiths. The women occupy themselves in weaving sarongs and in making fine plaited work, including handsome, bright-coloured baskets. The material used for the latter mostly consists of the fibrous bark of dried orchid-stalk.

At night the journey is continued to the Principality of Loewoe (Paloppo) where the steamer arrives next morning. Paloppo is separated from Boni by the Federated Wadjo States, which are entirely under the influence of Boni.

Paloppo

lies at the foot of the high Latmodjong mountains, which belong to Central Celebes, and rise to an altitude of about 9800 feet.

The bay of Paloppo, which forms a basin encircled by high mountains, is rendered unsafe by numerous submerged reefs, making navigation exceedingly difficult. The principality of Paloppo or Loewoe, which is under the rule of a Princess, makes its influence felt over a large part of Central Celebes and even as far as Posso on the Bight of Tomini.

Here the vessel anchors close to the shore, and there is consequently always an opportunity of making an excursion ashore. Paloppo itself does not offer very much of interest. Good roads are almost unknown, a few swampy footpaths and a sinuous little river constituting the means of communication. The houses of all the well-to-do inhabitants are built on high, heavy poles. They are lumbering constructions with barred windows, from behind which women eye the visitor with much curiosity. Most of the houses, including that of the Princess, have a mean and impoverished look, and some of them are mere dirty hovels. Paloppo carries on a fairly brisk trade, which is partly in the hands of the Boeginese and partly in that of other orientals who have settled in the town, including Chinese, Cingalese and Arabs.

After a stay of four or five hours the journey is continued to Boston, which is reached the following morning. As the departure from Paloppo is in the day-time, the traveller obtains a magnificent view of the lofty mountains, which are partly under cultivation and partly covered with forest. Near Paloppo especially the bizarre outlines and deep gorges of the mountains afford an interesting spectacle.

At nightfall, however, the traveller loses sight of the mountains, and in the early morning the vessel passes south of the high island of Kambaena, which is surrounded by large reefs, and must therefore be passed at a long distance.

Boeton.

A few hours later the steamer is in the roadstead of Boeton, and casts anchor close to the native village of the same name. In the twinkling of an eye it is surrounded by small craft, loaded almost to the point of sinking with nude, loudly-yelling natives, who offer for sale fruit, chickens, eggs, cockatoos, etc. Shortly afterwards the Sultan's interpreters (djoeroe buhassa), wearing head-coverings of a strange shape, board the vessel to receive his Highness's mail, and to present their master's compliments with some solemnity. In 1667 the Sultanate of Boeton, with other feudal and federated States of Southern Celebes, made with the Dutch Government a treaty known as the Bongay Contract. The Sultanate comprises the islands of Boeton, Moena, Kambaena, Wowoni, the Archipelago of Toekang besi, and (on the mainland of Celebes) the districts of Polejang and Roembia, north of Kambaena.

The Sultan resides in the Kraton, a fortress on the top of a steep hill, some distance from the coast. The Kraton is surrounded by a heavy wall, with bastions and loopholes.

In front of the Kraton is an enormous flagstaff, flying the Dutch colours.

The principal means of subsistence of the natives are agriculture (Indian corn) and navigation. Many emigrate to serve as coolies, especially at Ambon and Banda in the Moluccas. Their innumerable proas are met with throughout the Indian Archipelago as far as Singapore, and are still able to meet the competition of the steamers.

After a stay of a few hours, the journey is continued to Kendari, by way of the Straits of Boeton, between Moena and Boeton. Within half a hour after leaving, the boat rushes through the swirling current of the Southern Narrows (*Zuidernauw*) a passage barely a third of a mile in width. East of this channel, quaintly shaped masses of rock rise sheer out of the water. The strong current scouring the perpendicular walls has formed deep cavities in the monstrous rocks, and in places has caused them to collapse. To the West the channel is bounded by a steeply declining mountain, whose foot is being slowly but steadily undermined and worn away, giving rise to occasional land- and rockslides.

The narrows are about two miles long. At their northern exit, after passing Batoe Kapal (a most remarkable rock shaped like a ship), on the left, the channel suddenly widens, forming a vast oblong inner sea, surrounded by high mountains whose slopes are

almost all cultivated or covered with woods. This magnificent basin, with its dead calm surface studded with islands, and its bays penetrating far inland, offers a most picturesque view and gives the illusion of a mountain lake. After two hours the northern end of the basin is reached, and the remainder of the Straits of Boston appears as a broad sea passage of the usual kind.

The journey is continued through the Straits of Wowoni, between the island of that name and the mainland of Celebes, after which, through a very labyrinth of reefs, the steamer reaches the extremely narrow (about 800 feet) entrance to the long bay of Kendari.

This bay, owing to its many bends, conceals the view until, after doubling a sharp corner, the roadstead and the entire town are suddenly seen lying at the base of some steep hills. The houses, built on piles, are somewhat ramshackle in appearance, but the view as a whole, with the small round inlet just large enough to afford room for a single vessel, creates a cheerful and agreeably surprising impression.

The remainder of the blind inlet forming the bay of Kendari reveals a bottleshaped extension, stretching inland in a westerly direction for about three nautical miles.

Kendari is a Boeginese settlement, whose inhabitants are chiefly from Boni. The head man, who has the title of "Chief of the Boeginese of Kendari", is appointed by, and is directly responsible to, the Dutch Indian Government.

Formerly Kendari was a notorious pirates' nest, but the Dutch have made an end of their exploits. For some time a Roman Catholic missionary was stationed here, but he was forced to abandon his post through lack of converts.

From Kendari the journey is continued to

Salabangka and Toboengkoe.

Both these places belong to the possessions held by the Sultan of Ternate on the mainland of Celebes. The Bangay Archipelago and the Soela islands also form part of this potentate's dominions.

After steaming between numerous islands and along many inlets penetrating far into the land, we reach, seven hours after leaving Kendari, the small township of Salabangka on one of the little islands forming the group of the same name. Between this group and the mountainous coast of Celebes is a semicircular passage some nautical miles wide, where vessels of all kinds can always find a safe anchorage.

After 4½ hours the end of the journey is reached at Toboengkoe (Temboekoe), a populous kampong on the open sea. As at Kendari, there are at Salabangka and Toboengkoe settlements of Boeginese, consisting chiefly of people from Boni who have left their own country on account of the oppression and the extortions of the Rajah and his hangers-on. The original inhabitants have mostly been elbowed out by the more pushful Boeginese.

At Toboengkoe, in the Kampong *Sagila*, an official has been stationed whose duties embrace the supervision of the entire coastal region as far as the gulf of Tomori, including Salabangka. The people live by collecting the products of the forest, mostly damar resin and rattan, which are brought in large proas from far and near to be shipped from Toboengkoe and Salabangka.

After staying about one day at Toboengkoe, the steamer leaves on its return journey, at which the same places are touched as on the journey out. Macassar is reached again after a voyage of 15 days.

FROM MACASSAR TO THE WEST- AND NORTH-COAST OF CELEBES, AND TO THE MOLUCCAS.

The Spermunde-Archipelago.

Steaming close along the shore, the boat leaves the roadstead of Macassar in a northern direction, and immediately makes for the passage through the labyrinth of small islands and coral reefs known as the Spermunde-Archipelago, which formerly proved disastrous to a great many ships. At the present day, however, there is not much danger, as the whole of the Archipelago has been carefully surveyed and mapped out, whilst here and there buoys have been moored, so that in the daytime, providing the weather is not boisterous, the experienced commanders of the Packet Company's vessels always steam through at full speed without hesitation. In order to make the voyage as safe as possible, a Macassar pilot is taken on board, especially appointed by the Packet Company to pilot its steamers through these dangerous waters. The passage reminds one of a walk through a large garden, where the paths have been made of water, and the flower-beds replaced by small green islands. We

observe that nearly all the islands are inhabited, evidently by fishermen, for everywhere little proas are sailing and canoes are being paddled along.

This Archipelago was in former times the haunt of pirates, and it was chiefly owing to the necessity of pursuing and checking those corsairs, that these parts were carefully mapped out by the Dutch Navy. On the coast, fantastically-formed, steep rocks attract our attention. They serve as landmarks to the helmsman, and have the appearance of coral rock masses, upheaved from the sea. The various colours of the water, which betray the presence of submerged reefs (*gorong*), show what dangers threaten the sailor who is foolhardy or unacquainted with the navigation of these waters. High and black, like a threatening spirit of the sea, the bow of a stranded steamer, the Bromo, rises to the north of these submarine hill-ranges.

The inhabitants of the near-lying coast have stripped the wreck of everything they could lay their hands on and carry away, so that we can now see between the iron rafters into the bottom of the hold, as if we were looking through the ribs of a gigantic skeleton.

If the view over the mainland of Celebes be clear, its mountainous character can be clearly distinguished. Amongst the many summits, the peaks of Maros and Tanette especially attract our attention.

Paré-Paré.

A few hours after we have passed the last-named islands, we cast anchor in the Bay of Paré-Paré. The appearance of nature and of the inhabitants here is typical of the coast, and, with few variations of situation and scenery, will repeat itself at every point of call on the west- and the north-coast of Celebes between Paré-Paré and the Minahassa.

We are here in the bosom of a beautiful bay, surrounded by gently-sloping hills, thickly grown with greenery and showing but few traces of tillage or habitation. Here and there along the coast we find kampongs, the houses of which are pretty large and built on high piles, mostly with the fronts facing the sea. As we approach, numerous long, narrow sampans or small canoes (*lèpa-lèpa*), and a few sailing proas, leave the shore to meet us, while the Dutch colours float above the kampongs and from the stern of the vessels.

We are here before the port of the petty kingdom of Sidenreng, one of those confederate states which by virtue of the treaty of Bongay stand in friendly relation to the Dutch Government, but are neither tributary to nor dependent on it. The natives who surround the ship with their small boats, or clamber up the rope

ladders on to deck, convey to a stranger the impression that they are in reality savages. They wear only the most indispensable garments; nearly all have the upper part of their bodies naked and the favourite colour of their sarongs is a bright red. They bring their wares along with them in beautifully plaited baskets of various colours, in old-fashioned trunks with brass fittings, in bags of matting, and in baskets made of green cocoanut-leaves. Almost all of them carry klèwangs and spears, yet their mien is preaceful and not unfriendly.



KAMPONG ON THE WEST-COAST
OF CELEBES.

The head-man (Sabandar) who is here also the representative of the Packet Company, is paddled to the steamer, and comes on board with his son and followers. He is distinguished by a particularly high, stiff, lilac head cloth.

The people of Paré Paré come very seldom in contact with Europeans, and are consequently still extraordinarily shy and awkward. But they receive the officers of the Packet Company kindly, and one of the latter has even been allowed to take photographs of the Queen and her Court.

That these men are brave sailors is proved by their sailing proas, which are provided with high schooner rigging. They carry large sails, woven from bark, and these, like all the other tackle, such as ropes, sheets, rings, etc., are chiefly of native manufacture, prepared from bamboo and other products of the forest.

Mandar.

In fine clear weather, there appears on the horizon, behind the hills in front a chain of high mountains belonging to the central highlands of Celebes. Through the white mist we see its blue peaks rising up. Steaming along, the evening sun imparts to the coast a golden and emerald hue, and over a sea as smooth as a mirror, the steamer calmly glides in a north-western direction to a projecting point of land in the distance, the West Cape of the Gulf of Mandar. Before we have reached that cape and steered again to the north, night has come on. Next morning we see from the port-side, the high land of Mandar and Kajeli, a continuous chain of hilly slopes and mountain-ridges, all covered with forests, without traces of habitation or cultivation, at least, as seen from a distance.

Donggala.

The afternoon brings us again to a bay, larger, deeper, and surrounded by higher hills than that of Paré-Paré, where the deep blue of the smooth water contrasts beautifully with the green of the primeval woods on the steep slopes. This is the Bay of Palos, at the entrance of which, on the western shore, lies the little place Donggala.

If, from the kampong Tawoáli, on the opposite bank of the bay, we had the opportunity of climbing the high ridge that surrounds the landscape everywhere, we should perhaps behold the east coast of Celebes and the Bay of Tomini, for we are here at the narrowest part of this spider-shaped island, and a few roads across the mountain-ridges connect the villages of Palos with those of Parigi.

The little village of Donggala, "capital of the kingdom of Palos", as it is called in books, lies most picturesquely at the foot of the green limestone rocks along the narrow beach. On the hill behind the kampong, the Dutch flag flies from the house of the agent of the Royal Packet Company. It is well worth climbing the hill to enjoy the prospect over the roadstead and the bay. We have then at the same time an opportunity of viewing the kampong, the houses of which are characterized by their size and solidity.

The massive buildings are raised high above the ground upon heavy trunks of trees. Many are decorated with beautiful carved work and bright colours, and it is indeed a pity that in the space underneath, large heaps and pools of refuse spoil the view and pollute the atmosphere, but of late it has become the practice to board up these spaces and convert them into shops. A large mesigit or mosque shows that the inhabitants are Mahomedans; they are almost entirely Boeginese. Beautifully decorated proas are lying near some of the houses.

The hills behind the place consist apparently of coral rock. Formerly there was a fort there. In 1903 Donggala was brought under direct Dutch rule, and became the headquarters of an Assistant-Resident, who is subordinate to the Resident of Menado.

Many horses are exported from Kajeli and Parigi *via* Donggala, to Macassar; and fat-tailed sheep to Singapore and Borneo. These come from Kajeli and Parigi, which is the general name for the districts round the Bay of Palos.

The leading merchants of the west coast of Celebes, from Mandar Point to Dondo Point have established themselves at Donggala.

Tontoli.

In the evening we are steaming along again, to reach Tontoli or Toli-Toli the following afternoon. To get there we steer round Cape Dondo, and past the islands Semalan and Kabitan, till we are close to the little island Koenaregan. Here, again, a lovely bay meets our view, wider but not so deep inland as the Bay of Palos; again our eye rests on deep-green, hilly ridges, the foot of which is fringed with a yellow-green circle of waving plumes of cocoanut-trees and a border of silvery-white sea-sand. Once more we observe a series of steep little gables raised on piles above the beach, and slender canoes and proas being paddled along or sailing towards our ship.

On the left, at the foot of a high and picturesque rock, lies a coaling depôt for the Dutch men-of-war, which formerly used to cruise about here to prevent piracy and to take soundings. The warship "De Berkel" was even stationed here for some time, and has left behind traces of her stay in the shape of a bowling-alley called "Berkellust" (Berkel-delight), the "archives" of which are to be found at the office of the local Government official.

The steamer is obliged to anchor at considerable distance from the shore, but a trip ashore rewards us for our trouble. There we can visit the old and the new kampong, and, seated in the pleasant shade of the cocoanut-palms, refresh ourselves with cocoanut-milk.

Tontoli is chiefly engaged in making copra and in fishing. On the reefs in the vicinity a great deal of tripang is caught, whilst from the woods damar and rattan are obtained. The little place is entirely cut off from the surrounding districts; there are not even footpaths through the dense woods that cover the high Tomini mountains in the rear. About twenty-six miles west of Tontoli, on a bay, lies the little place Sikoetoe, or Lampasio, whence a path leads through the bed of a river upwards to other small places on the Bay of Tomini. Here also the northern peninsula of Celebes is particularly narrow.

Tontoli and the surrounding islands were in former years notorious as resorts of pirates. In 1822 they were severely punished by the Dutch Navy and now piracy is never heard of. The population is not very great; the original inhabitants, who are probably descended from Soeloenese pirates, dwell in the north kampong Ngaloe. The Boeginese traders, on the other hand, have settled down in the south-west kampong Bahroe. Between the two, at Laboean Dedeh, are the house of the Government official and the

native school, which looks very neat and where instruction is given by a Macassar headmaster and an assistant to many Boeginese and Alfoer children. From here the steamer either goes direct to Soemalata or touches first at Bwool.

Palele.

Most frequently the steamers anchor at Bwool, an insignificant village with a poor roadstead, where there are a few traders in forest-produce. Gold mines have been worked in this neighbourhood but have been abandoned on account of the poor return. The Rajah of Bwool, who resides here, likes to call on Europeans and makes it a practice to come on board.

Sometimes the boats cast anchor in the Bay of Palele, before the little place of that name. Twenty years ago, the actual kampong was destroyed by the Dutch Navy for piracy and has not since been rebuilt; only a few small poverty-stricken houses remain. The commander of the steamer therefore usually selects the

better anchorage behind the island of Palele. Close by, the Rajah of Bwool has granted concessions for the opening of goldmines.

The native grandees, as a rule, employ slaves to wash gold from the river-sand, but there are also mines dug by natives. But if water gets into the mine they have no other means of removing it than scooping it out, which seldom proves to



ENTRANCE TO A GOLD-MINE IN NORTH-CELEBES.

be of any avail, so that they are obliged to leave the mine and dig another.

Kwandang.

Here the first anchorage is at Soemalata, where a gold-company is established. Some of the steamers also touch at Kwandang.

The Bay of Kwandang is quite as beautiful and picturesque as all the other creeks of the mountainous coast of Celebes we have visited, but it, too, looks quite as abandoned, and as densely covered with vegetation; scarcely a house or sign of cultivation is to be seen anywhere in the midst of the primeval wood. Only a few

canoes and proas appear from behind the bowers on the banks, in answer to the firing of the gun and the steam-whistle of our boat. A sloop brings the mail from Gorontalo on board, and takes back that for that place, for, from Kwandang, a road thirty miles long leads to Gorontalo, (the location of an Assistant-Resident) which can be reached in about seven hours. The boat anchors between the shore and the little island of Pajoenga, where the firm of BAUERMANN has established a place of business. The other little islands are inhabited by a few Chinese and Arabs.

The kampong proper is called Moloö, and lies farther inland. It is not visible from the sea, as it is hidden by a wood of mangroves and nipas, growing on the beach. No Government official resides there, but the Dutch Government is represented by a native chief, who bears the title of Marsaole. If we visit the kampong, we notice the neatness of the roads and houses, proving that Kwandang is not a self-governed country, but under Dutch government. Even where no European official lives, this Government exercises a beneficial influence upon people and dwellings.

Next to the kampong lie what are supposed to be the ruins of an old stone fort that in the latter part of the last century was besieged for three months by Boeginese pirates, and relieved by a fleet of thirty war-proas in command of a supercargo of the Dutch East Indian Company, who had escaped in time from Kwandang and came to the rescue from Ternate.

Directions for the dispatch of telegrams to Menado are given below.

THE MINAHASSA.

This country, which forms the north-eastern corner of Celebes, is undoubtedly to the traveller the most interesting part of the island, whilst to the Netherlands it is the most important. It is in every respect well worthy the trouble of a long visit, but it is a pity that, on account of the small amount of business done on this coast, the steamers of the Packet Company only stop at Menado for a couple of days.

With good will and energy, it is, however, possible in that time to visit the most important spot in the interior country, the glorious lake of Tondano. Those who travel by the boats of No. 9 service are advised at Kwandang or Gorontalo to invoke the assistance of the commander for dispatching a telegram to

Menado, ordering carts for the trip to Tondano. Otherwise so much time is lost upon arrival at Menado that the journey cannot be accomplished within the two days' stay of the boat there.

But the Tondano trip can also be conveniently made from Amoerang. (See below).

An opportunity for a somewhat longer sojourn in the lovely Minahassa is offered by taking the K. Service of the Packet Company (see table of services). These boats run from Menado to the Sangir islands, returning to Menado after nine days at the earliest, when the journey can be continued by the same steamer.

Amoerang.

After steaming along slowly throughout the night, we arrive at daybreak at the bay of Amoerang, the best harbour in the Minahassa.

Having gone to bed with the vision of the green rounded mountain ridges of the north-west coast of Celebes before our mind's eye, we now beheld with surprise an entirely different panorama.

Above a foreground of ridges sloping down to the shore, and peninsulas projecting into the sea, the fine outlines of volcanic cones rise high and proudly, as clearly and delicately delineated as if they were cut out of the bright canopy of heaven.

"Just like Java", is the first exclamation that rises involuntarily to our lips. If we are awake early enough to enjoy the view along the coast in an easterly direction, we can see the peak that forms the island of Menado-toewa rise from the sea; but soon afterwards the promontories forming the bay gradually close in around the ship, and we cast anchor in the Bay of Amoerang.

The volcanoes we see rising above the hilly foreground, are the gigantic masses of the Lokon on the left (east) side, and of the Sempo straight before us, whilst to the right (west) side the Lolomboelan is, to a great extent, hidden by the high coast.

Amoerang is a small, unimportant coasting place, but upon a stranger in these parts it makes a remarkable and curious impression.

The rowers of the proas that meet us, as well as the natives on the beach, are in every respect different from the people we met since we left Macassar, and who were so much like aborigines. Their clothing is Indo-European, though anything but tasteful. Wide gowns and drawers hang slovenly round their bodies; ill-shaped and crumpled straw or beaver hats cover their closely-cropped hair. Whenever they are spoken to, they cast down their

eyes in an awkward and bashful manner, although they look at visitors in a friendly and familiar way, and salute them as Europeans do one another. The native chiefs especially impress us very differently from the Javanese. For instance, they are dressed quite like Europeans, and speak politely, but on a footing of perfect equality with Europeans. Most of them speak and understand Dutch. The physiognomy of these people also differs strongly from that of the Javanese, Madoerese, Macassars and Boeginose we have hitherto seen; it bears an unmistakable resemblance to that of the Japanese, and also reminds us of that of half-castes. The women, most of whom, like the Eurasian ladies, wear a white kabaja above a highly-coloured sarong, also resemble half-breeds



PACKET-COMPANY'S S.S. "CAMPHUT" IN THE ROAD OF AMOERANG

rather than pure Indonesians. Their features are regular, their faces oval, their skin pale and their cheeks ruddy. It is said that the melodies heard in the interior of Japan bear a great resemblance to those in vogue in the Minahassa.

The appearance of the village is also entirely different from that of the kampongs of Java or Sumatra, and of the rest of Celebes. Along straight cross-roads and paths, very well kept, there are little square plots, each with a wooden cottage in its midst, and these dwellings, although built on piles of wood or stones, and often thatched with atap, have an unmistakable European appear-

sance in the form of a verandah, doors, and windows. The furniture, such as tables, chairs, lamps, and engravings, is in keeping.

The only truly native sight which catches our eye, is that of the fishermen getting ready to sail out to their fishing grounds. They wear no other clothing than a loin cloth called "tjidako". Carriers, or men who carry luggage on poles (*pikolan*), are not to be seen along the roads. The only means of conveyance are carts drawn by sappies (bullocks). Nor do we observe any "warongs" (native restaurants) inside the houses or in the streets, or sellers of food or drink, or any of those scenes that so enliven the streets in the towns of Java. It is very quiet at Amoerang, much too quiet for such a favourably-situated seaport.

Notwithstanding its regular design, the little place looks rather neglected and poverty-stricken.

But an improvement is in prospect. Within the last few years the people of the surrounding country have planted hundreds of thousands of cocoanut trees, consequently the export of copra is bound to assume considerable importance shortly, which will increase the purchasing power of the population and, concurrently, the imports of merchandise. When once the rich district of Bolaang Mongondo, which has hitherto been practically closed to commerce, has been connected with Amoerang by a main-road, that port, being much more centrally situated as regards Northern Celebes than is Menado, may prove a severe competitor to the latter.

The great majority of the inhabitants of the Minahassa are Christians, mostly of the Protestant faith, to which they have been converted in the course of the last century through the zealous efforts of Dutch and German missionaries.

Formerly they were pagans, as are still many of their race living in the interior, and very uncivilized. We cannot do otherwise than admire the good results obtained by the missionaries, though we cannot help feeling sorry that so little of that which has taken the place of the old native customs as to dress is in good taste. Within the past thirty years the Roman Catholic mission has also made great progress in the Minahassa. Its headquarters are at Tomohan. Many travellers disembark at Amoerang for a trip to Tondano.

With the kind assistance of the European inhabitants of Amoerang it is possible, though difficult, to obtain a horse to Langsot (f 4.—, where there is a *pasanggrahan*. Here we have to apply to the native chief for a horse to Kakas or Tondano (f 5.—). Such a native chief is here called "Hoekoem Kadoea", which corresponds somewhat to *tjamat* or *wedânâ* in Java.

The beautiful road leads up and down through a mountainous country, lying almost waste. The original forests have been destroyed to a great extent; only on the tops of the mountains, or in the depths of the steep ravines do we notice really dense forest.

The aren-palms are numerous everywhere, but rice-fields we meet for the first time when we come to the high level round the great lake of Tondano. Here we also see the little water-mills for removing the husk of the rice, which is not done here by hand-poles, as at Java. There is a magnificent prospect from the last mountain-ridges that surround this plain, with its fertile green fields all round, the glistening surface of the smooth water in the rear, and the green mountains that encircle the lake, above which, far in the eastern distance, rises the lofty peak of the Klabat.

The plain, which is in some places swampy, evidently in former times formed part of the bottom of the lake, the surface of which has sunk in consequence of the wearing away of its channel by the river Tondano.

The Lake of Tondano.

The traveller who reaches Kakas only towards evening, and consequently cannot ride on to Tondano, should put up for the night at the excellent *pasanggrahan* on the bank of the lake. If it turns out a fine evening, the traveller is sure to enjoy the splendid landscape and the peaceful village scene around him. On the smooth surface of the water only a few small, primitive canoes, called *blotos*, are moving. They are nothing but the trunks of trees clumsily hollowed out and made watertight at both ends with clay. In the distance we hear the ringing of a church bell, a very unusual sound in the Indies, which does not fail to awaken in our memory sweet thoughts of Europe. A few pedestrians and labourers returning from their work infuse a little life into the straight, quiet roads. Everything breathes peace and rest. These people may have their grievances and troubles, but we shall not be far wrong if we assert that the struggle for existence does not weigh heavily upon them, and that the nature of the soil gives them greater privileges than many other human beings possess.

The "Major" (the highest native functionary), or the "Hoekoem Kadoea" of Kakas, will give the traveller ready help in obtaining a conveyance or a riding-horse to Tondano. There are only a few small carriages in the Minahassa, and hired conveyances are not to be had at all.

The roads in many places are so steep that only very light carts or heavy bullock wagons can travel on them. The vehicles that

are to be had are all private property, and made for the owners' use, consequently travellers are rather more at the mercy of the said owners than is perhaps desirable.

The willingness of Europeans to help is fortunately great. The good-will of the natives is also to be had, but it requires courtesy, patience, and liberality to obtain it, and is often forthcoming very slowly, causing great delay to him whose time is limited. Tardiness and indifference to gain appear to be two of the chief characteristics of the Minahassans. Whoever wishes to remain a long time in the Minahassa, in order to become well acquainted with this remarkable and beautiful country, is advised to buy a riding-horse, and to take it with him everywhere. When he goes away he can dispose of it with little or no loss.

On the journey to Menado we hardly know what to praise most, — the lovely ride along the lake over the new road at the south-east bank, the visit to Tondano, or the descent from there to Menado.

Glittering in the morning sun lies the great sheet of water, protected by green mountain-ridges. Above it, on the opposite side, we see the peaks of the Lokon, from which an enormous cloud of smoke is sometimes seen rising. Before us the Klabat stands like a gigantic watch-tower looking towards the east. The magnificent road winds past the foot of the steep, but not high, hilly ridge that separates the high level of the lake from the beach of the Bay of Tomini. Nowhere in this mountain-wall do we find a gap that would enable us to get a peep at the sea.

As on the west, so we find on the eastern side of the lake an extensive plain, which is evidently the dried up course of its bed. In this plain lies the picturesque and neat little town of Tondano, where a small hotel affords us the opportunity for a stay. For one who has time at his disposal, Tondano is certainly a very good starting-point. From here we can ascend the Lokon, and visit the magnificent waterfalls of Tonsea Lama, formed by the outlet of the river at a little distance below the town. Also to be recommended is a trip to the village of Roeroekan, three miles from Tondano, and the highest above sea level of any village in the Minahassa. The best plan is to go on horseback. On the road the eye is continually charmed by the most beautiful view over the plateau of Tondano, in the midst of which is the lovely lake. In the distance the view is limited by several volcanic chains. The view from Roeroekan over the bay of Kema and the Molucca-sea eastward, and of the plateau of Tondano and the lake southward, is unique. The climate of Tondano is beautifully cool and healthy, as it lies about 2300 feet above the level of sea.

He, however, who has only two days at his disposal, is compelled to limit himself to a ride to Menado *via* the village of Tomohon, where the descent begins.

If too much time has not been wasted at Tondano in searching for a conveyance, it is very advisable to halt at Tomohon, where we turn to the left, and, in charge of a guide, pay a visit to the active crater of the Lokon (at two miles distance).

If time permits it is possible from Tomohon to undertake an interesting journey of some duration in a southerly and south-westerly direction. First of all we proceed to the village of Lakendong (1½ hours) from which we ascend the low western border of the crater-lake Linco: The view of the circular lake, with the volcanic cone of Tampoesoe in the background is singularly lovely. The water is grassgreen, except at some places close to the margin where solfataras appear which give it a whitish tinge. The diameter of the lake is nearly half a mile.

From Lakendong we reach in a little less than 1½ hours Sonder, which lies in an ancient lake basin, still marshy in places, but now mostly filled in with gravel accretions, probably deposited by a hot spring. A great part of this consists of petrified plant residues; Dr. KOORDERS has also discovered important animal fossils. A little west of Sonder are the two waterfalls of Tintjep, the lower of which is very beautiful. The snow-white stream of water falls from a height of about 65 feet over a wall of black andesite, in the midst of a glorious tropical vegetation, upon which myriads of raindrops glitter in the sunlight.

The road leading from Sonder to the South runs at Kawangkoan into the road from Amoerang to Kakas¹⁾.

Tomohon itself makes a very favourable impression, both on account of the cleanliness of its people and houses and because of the heavy rainfall and the fresh mountain air, which is even cooler than at Tondano. It lies at an altitude of 2540 feet. The Roman Catholic church, solemnly consecrated in 1903, is the finest in the Minahassa; to its left is the neat but simple vicarage and at the other side, on a low hill, is a nunnery with a school for native children, conducted by the sisters. Nearer the centre of the native town is the Protestant church, with the house of the Pastor in charge, and a building accommodating about 50 native youths who are being trained by the Pastor for the Ministry. To the right of the church is a boarding school for girls and at the other end of the village is a training school for native teachers.

¹⁾ The description of the journey from Tomohon to Sonder has been translated from F. and F. SARASIN's *Reisen in Celebes*, Wiesbaden, 1905.

The road to Menado is steep, and has numerous zigzag windings, each one of which affords the most beautiful views of the surrounding mountain slopes, densely covered with wood. The loveliest point is at a corner where the Bay of Menado is suddenly seen far below encircled by verdure; in the background the steamers are seen lying at anchor, looking like mere toys floating upon the azure surface of the water.

Towards evening we reach Menado. When we have installed ourselves in the hotel, and partaken of refreshments, there is still time enough for a walk to the mouth of the harbour, where a lovely sunset at sea rejoices and stimulates us

Menado.

The capital of the province of that name is a neat and picturesque-looking little place, situated on a beautiful bay, and surrounded by high green mountains. The roadstead is dangerous in the west-monsoon, but anchoring buoys have now been placed there to which vessels can be moored. This is a great improvement, because anchoring used to be very troublesome there, on account of the water suddenly increasing in depth near the shore.

The boat arrives at Menado generally towards evening, after less than five hours' steaming from Amoerang. The view at that time is generally clear, and we see the whole circle of promontories, with their summits rising up high before us. Klabat and Doewa Soedara, as in almost every panorama of the Minahassa, stand in the background. Here they are the left, whilst right before us smokes the Lokon.

Landing is somewhat facilitated by a jetty built far out into the sea, yet it is sometimes impossible for steam-launches to moor there. The agency of the Company is close to the jetty. The parts inhabited by Europeans lie somewhat farther inland; they are completely shut out from the sea by cocoanut and other fruit-tree gardens.



PACKARD COMPANY'S, S.S. "BANTAM" IN THE ROADS OF MENADO

Menado is built on both sides of the river Tondano, and is divided into districts, each inhabited by people of a different race.

In the European part we first pass along an old fashioned stone fort, called Amsterdam, and then along a wide road with houses on both sides, on which are situated all public and principal buildings, such as the post office, the Government offices, the Resident's house, and the two hotels, the Wilhelmina (pension f 5.—), and the Menado (pension f 4.—). Somewhat apart lie the church and the club.

From Menado we can visit Kema, where during foul weather in the West Monsoon the ships discharge, and sometimes take in cargo. Here also is a Government coal-depot.

Travellers visiting the Sangir and Talaut islands, with which communication is kept up on account of the abundance of copra found there, will be able to form an opinion of the beneficial work of the Missions, nearly all the inhabitants being Christians.

Near Taroena, on the northmost and principal island of the Sangir-group, we see on entering the bay the Goenoeng Aboe, a volcano which erupted violently in 1884, causing many fatalities and rendering a great part of the island temporarily sterile.

In the daytime, when leaving Oeloe or Siauw, on Siauw island, for Menado there is a fine view of the small island of Tagoelandang.

From Menado to Gorontalo.

The farther we get from the coast, the more impressive becomes the view. On steaming through the strait that separates the little isles of Boenaken and Siladeng from coast, this lovely panorama disappears from view.

If the day remains bright, on passing through the Straits of Bangka, with the islands Teliseh and Bangka on the port side, we also get our share of the beauties of nature. We then see the volcanic peaks Soedara-Doewa and Batoe-Angoes, with the great Klabat in the background. Next we catch sight of the small island of Lembeh, and steam through the narrow, but deep and not unsafe Straits of Lembeh. Usually, darkness has set in by this time, but it is well worth while to make the trip by daylight. The vessel passes close to steep rocks constantly showing new shapes and colours. Here the Molucca Trading Company of Menado has a few shipping-places for ebony-wood. Next we enter the colossal bay of Tomini or Gorontalo. Between Menado and Gorontalo, the ship sometimes calls at Tokot, where there is a gold mining company, and at Kotta-Boena, the latter a picturesque kampong, situated behind an island, and well protected against the sea-wind.

Gorontalo.

Next morning, at break of day (if we are on a direct steamer), we hasten on deck, so as not to miss the sight of the entrance into the river Gorontalo. This river rushes through a gap in the high coast mountains, and its narrow, funnel shaped mouth forms the harbour. We can see the precipitous mountain-ribs, all of which resemble one another, rise side by side out of the sea. In a westerly direction the appearance of the regular promontories is particularly remarkable. As far as grandeur of scenery is concerned, the approach to Gorontalo exceeds in beauty anything we have hitherto seen.

The mouth of the river is deep, and the current so strong that anchorage is very difficult. The place of anchorage is at the pier where there is a jetty, on the right bank (Pabéan). Here also are the buildings of the Gorontalo Trading Company.

If we have acquainted the agent of the Packet Company by post, from Kwandang, beforehand of our arrival he will, no doubt, be kind enough to have a conveyance waiting for us at the Pabean, that will take us in a few minutes along a good road to the little town. En route we pass a wooden bridge across the river Tapa, where we observe a small fort, called Nassau, which commands this passage, and lies on the peninsula that is formed by the conjunction of the Tapa with the Boneh. To our surprise we notice that the high mountainwalls that border the mouth of the river recede right and left so that the narrow crevice of the valley changes into an expansive plain, the outlines of which we cannot see properly



ANCHORAGE AT GORONTALO.

from Gorontalo. The high coast mountains therefore appear here to form only a narrow chain, which at its lowest and narrowest point is divided by the river.

The impression we get of the little place is very favourable indeed. It is built round a large *aloen-aloen*, which makes it roomy and healthy. The houses are neat, the roads well kept and lighted. The agent of the Packet Company has fitted up his house as a hotel, which certainly may boast of being the nicest, most comfortable, and most European in the whole of Celebes and the Moluccas.

As a port, Gorontalo is important, in consequence of its forming the central point of the export-trade of the whole of the Tomini-bay. In the harbour and on shore we observe a good deal of activity and traffic, although it is chiefly carried on by small boats. Yet the people are said to be much poorer here than in the Minahasa. Their principal food is Indian corn, not rice; the latter being a delicacy with them.

The population of Gorontalo consists almost solely of *Alfoers*; their chiefs bear the Ternatean title of *Marsaale*.

Gorontalo belonged formerly to the Sultan of Ternate. The Bangay Archipelago and the neighbouring part of the coast of Celebes still pay taxes to that prince, and are governed by chiefs appointed by him. The men of Gorontalo are not handsome, nor of very strong build. Some of the women, on the other hand, are very good-looking, and of lighter colour than the men.

The climate is healthy and the soil fertile. Coffee and cocoa grow luxuriantly, but through the scarcity of people, are little cultivated. The imports and the exports of Gorontalo have considerably increased since these parts came under the direct rule of the Dutch Government, which abolished the former rights of the chiefs to tax the people, a right they used to exercise severely. In 1882, the value of the exports was about 300,000 guilders, whilst in 1886, a year after the new system of government had been established, it was not less than four millions. Besides a European commercial firm, (formerly *BAUERMANN* and *PARMENTIER*, now the Gorontalo Trading Company), numerous Chinese and Arabs have settled here, who trade especially with places in the Bay of Tomini, where they buy up rattan, damar, and wax. The damar and gum-copal of Gorontalo are considered to be among the best of their kind.

The Lake of Limboto.

Time and weather permitting, we should not neglect to take a trip to the Lake of Limbo'o. The agent of the Packet Company

is ready to give information, and to look after the hiring of horses and blotos. A good plan for this journey is to ride on horseback to Limboto, there to embark on board a "bloto kambang", and to sail across the Lake of Limboto back to the Gorontalo river. A bloto kambang consists of two blotos coupled together by a bamboo raft, on which chairs are placed. In this way there is no need of working against the strong current of the Tapa-river, whilst we have at the same time the opportunity of visiting the warm springs of Ajer Panas.

The ride to Limboto does not furnish much worth looking at, but the road is pretty and well-made, and is bordered by gardens and fallow land.

To the right, we notice the hills and mountains which border the large plain in the north, and to the left we get occasionally a peep at the lake and the mountain-ridges which separate it from the sea in the south.

The warm springs of Ajer Panas lie about half-way, a short distance to the left (south) of the road; a brooklet of water, originally cold, runs across numerous spots where boiling hot water rises to the surface, so that its temperature ultimately rises to 183° F.

Thick white mists, especially in the morning and evening, when the weather is cool and damp, indicate from afar the meeting of the hot and cold waters. The water is as clear as crystal, though in some places it leaves an ochre-coloured muddy sediment behind, and covers the surface of its bed with a calcareous crust. It is saltish and without smell.

At Limboto, the capital of the territory of that name, which stretches as far as Kwandang on the north-coast, where we have already been, nothing of importance is to be seen, unless we reckon as such an old cannon and a few other war paraphernalia of the Kapala Soldadoe (a Ternatean-Portuguese title of the former commander of the army). We should go on board as soon as possible, in order to enjoy as much as we can of the charming sail on the lake. From the place of embarkation not much of the actual lake can be seen; we find ourselves in the midst of a maze of shallow ditches, pools, and swampy plots of ground thickly overgrown.

Between the peculiar marshy vegetation, the bloto-boatmen seek, by paddling and poling, to find a passage through the labyrinth of small channels, winding between the plots of densely accumulated plants, which, partly rooted in the bottom and partly afloat on the surface of the water, form flat or high floating islands, on which it would be impossible to walk or stand. The farther we get from the main shore the smaller these floating islands be-

come, and the higher and wider apart. The fishermen have stuck long stakes through them to prevent them being carried away by the wind. Almost everyone of these islands harbours a fishing-stake, and everywhere in the middle of this dense labyrinth of vegetation we observe a varied assortment of nets and apparatus for catching fish.

Soon afterwards we reach larger open spaces of water, and notice entire floating gardens of the most magnificent water-plants and lotos-flowers. The huge shield-like floating leaves curl up at every gust of wind, showing their silvery reverse. The numerous water-fowl with which the place swarms give to this peaceful and highly fantastic scene of nature a peculiar charm and liveliness. They are to be seen everywhere, seated, swimming, or flying. Here a glistening white heron sits motionless and stately upon the top of the stake of a floating island. Yonder, again, numerous little black water-hens, with red beaks, are swimming, walking or diving; swarm of little grey-speckled ducks float on the surface of the rippling open water, between the waving reed plots; sea-swallows skim over the surface, whilst white-headed ospreys hover over it in graceful curves, or rest in a musing attitude upon the tops of the stakes. The Government naturalist, Von ROSENBERG, in his "Reistochten in de afdeeling Gorontalo, 1865" ('Journeys through Gorontalo'), mentions no fewer than twelve species of herons, among them one with a tricolour beak, a peculiarity which is noticed by everyone who has travelled in these parts. Another characteristic of this wonderful country is that, besides the little water-hens; plovers, eel-cormorants, and other waterfowl are found here.

If the sun be obscured by clouds, and a cool damp wind is blowing over the great sheet of water with its fringed floating isles, we can readily imagine ourselves to be transported into the marshy parts of Lincolnshire or on the Norfolk broads.

Between the floating isles we sometimes find a small piece of firm ground, but so low that it is scarcely above the water. We often see a fisherman's cottage built on high piles, standing on such a piece of ground; in some parts even whole villages have been built in that way. These dwellings give us some idea as to how the villages of the heathen Minahassers, in the lake of Tondano, used to look before the missionaries persuaded them to settle on terra firma, and to cease their continual and mutual warfare.

Even when we reach the open water, the channel is not quite free, as all around we discern the stakes of the seros (fixed fishing-nets). The bloke helmsman endeavours, to find his way through in a south-western direction, this labyrinth of nets, but their

number towards the outlet of the channel, becomes so great, that to an inexperienced eye it would seem impossible to steer through. If we consider that most of the waterfowl feed on fish, as do the numerous crocodiles that live in the lake, and that not only with seros and boeboes, but also with rods, great quantities of fish are caught, we can, to a certain extent, understand how this marsh abounds with fish. *Resenberg* mentions eleven different kinds, besides fresh water shrimps, crabs, and slugs.

Before leaving the lake, it is well worth while to land for a short time at a kampong on the precipitous south bank, and thence to climb the mountain-side for a short distance, in order to get a view of the whole of the basin-shaped low level—the lowest part of which is only slightly submerged. We can then, at the same time, convince ourselves that this side of the mountain (at least, near its foot) consists of chalky marl, containing a great many fossilized molluscs. On the summits of two hills we discover the remains of a couple of ancient native stone fortresses. There is also near the kampong, on the south bank, a sacred tomb, which however has nothing remarkable about it.

Very interesting, too, is the passage through the outlet of the channel, which gets gradually narrower, and connects the lake with the Tapa-river. An uninterrupted succession of fishermen's dwellings, orchards, and gardens, gives to the banks a pleasant and animated appearance. What impresses a stranger most are the large sago palms, thickly covered with thorns, standing in groups half in the water or with their half-bent trunks buried in the mud.

Everywhere we see blotos (sampans), some in course of construction, others already used-up by time. The channel is at every bend turned into a narrow gully by the peculiar fishing-stakes.

Having reached the broad Tapa, where the current is very strong at times, the view from the river becomes more expansive and impressive, as at every turn magnificent new landscapes show themselves before our eyes. The banks are, however, everywhere taken up by *désas* and *gareus*; primeval woods we find nowhere.

Near Gorontalo we pass along densely-populated Chinese and native quarters, and towards night we are able to go on board our steamer again.

Next morning the steamer leaves the Kwala Gorontalo again, steering for Ternate. In clear bright weather we discern from the starboard-side the south-coast of the Tomini-bay, viz. a couple of high mountain-tops in the central peninsula of Celebes (Bangay). Seen from the port side of the ship, the landscape of the coast is the same as it was two days before, perhaps somewhat clearer, on

account of the early morning hour. At Cape Flesko we leave the coast of Celebes to the north-east on the left, and steer for Waigoe (Majoe) and Tifore, which we do not pass till night.

(Some of the Packet-Company's steamers also touch at Posso and Mapauo, in the bight of Tomini. At Posso there is a controller, and the well-known missionaries Kruyt, the teacher, and Dr. Adriani, the linguist, reside here. Time permitting, a most interesting tour can be made from this point to the great lake of Posso.

THE MOLUCCAS.

Ternate.

At dawn next morning, we see before us the peaks of the Ternate-islands marked out against the sky. We now approach one of the most remarkable of all the chains of volcanoes, rising from the sea, in the whole of the Archipelago. Like gigantic chimneys of submarine smelting ovens no fewer than ten volcanic peaks stand there in a straight line. They all resemble each other in steepness and gracefully sloping outlines, yet they vary in circumference, height, vegetation, and degree of decay. This chain of island and coast-volcanoes represents types of every period in the history of these self-constructing and demolishing cones of ash- and lava-strata.

Straight before us, we have in the first place the Ternate—a perfectly intact mountain cone, smoke still coming out at its top, from a crater-bottom closed in on all sides, its flanks slightly grooved with ravines formed by the rain, and falling down everywhere regularly, beneath the surface of the sea, so that no large creeks or bays have been able to form. This huge volcano has smaller satellites on either side; on the north-side Hiri, and on the south Meitari, or Norway. The latter gives us the impression of owing its existence to a single, or to a few quickly following, eruptions. so regularly and smoothly does its cone descend on all sides into the sea. It lies in the middle of the strait that separates the larger islands Ternate and Tidore. On its top there is a signal-station. Tidore has a much sharper and more delicately-pointed peak than Ternate. It rises above rounded ridges of a mountain-mass, which, though descending regularly into the sea, has a much more complicated outline, and, like a long peninsula, stretches to the north-east. Probably we have here before us a new cone, that has

raised itself upon the remains of a partly-destroyed crater-wall, the open basin of which now forms a bay.

To the south of Tidore rise Mareh, Motir and Makjan. The first is a group of steep, but low, irregular mountain-ridges, evidently the foundation of an entirely rent and collapsed cone. It is also called Pottsbakker's island.

Motir has two tops with perfectly intact sides, and is consequently a volcano on the edge of the bottom-crater of which a new cone has arisen, without entirely destroying the former, so that its new cone joins the slopes of the untouched part (Somma and Vesuvius). Makjan has smooth sides, though a blunt and strongly jagged crown. Besides this, we observe in the side facing us a deep curve that nearly reaches the sea. This is a sign that the crater-wall has been rent, and the top fallen in by an eruption, so that the cloven upper-edge of the lower-lying slopes forms now the top, from which the ridges stick up, between the ravines, like so many teeth, as at Goenoeng Ringgit, in Besoei. The last great eruption of this mountain took place in 1890, others in 1646, 1780 and 1861.

To the left, (north) of Ternate (with Hiru) we notice some more large volcanoes which, though lying in a line with those on the



south-side, form no separate islands, because they rise on the west-coast of the great island of Halmahera, or, as it is also called, Djilolo. This part of Halmahera is, however, clearly distinguished from the more southern part that we discern rising here and there between the islands in front of us, for the latter shows a connected highland, with here and there higher rising mountain-tops.

These mountain-ranges we see also extending into the northern part, behind the isolated cones of the flat west-coast. The whole of the volcanic region of North-Halmahera projects in a westerly direction, as a part of the volcanic range lying on a higher basis, which rises from the sea, in front of the high back-bone of Halmahera, and parallel with it. The tops that are visible upon Halmahera, north of where we are standing, are the Goenoeng Damar, the Goenoeng Doewa Soedara (a twin top), and the Kawakan.

The entrance into the strait between Ternate and Tidoro again affords us one of those splendid morning-enjoyments, in which the cruise through the Moluccas is so rich. It is as though every night, on this journey, a good fairy called up from the sea the loveliest islands, in order to surprise and charm the enraptured traveller in the morning.

The little place Ternate lies on the south-side of the mountain, and close to the sea. Of its former greatness scarcely anything remains. The house of the Resident, the club, the school, the fort, and lastly the "Kedaton" of the Sultan—one and all excel in simplicity, the latter also in its decay and neglect. Dadap or galala trees (*Erythrina picta*) of various colours give to the road along the shore a particularly gay appearance. There is a kind of hotel, but we had better remain on board for the night.

The fort was built in 1607, by COR-

NELIS MATELIEF

DE JONGE, and

was then called Malajoe.

Two years

later, this name was changed by

FRANS WITTEBT

into Oranje. In 1796

this fort, under the gal-

lant Governor J. C. BUDDACH,



BOYS OF TERNATE, SALUTING A
STEAMER OF THE PACKET COMPANY.

made a formidable resistance against the English, but in 1793 it was treacherously surrendered by two officials, after they had first gagged the Governor CRAUSSEN.

Neither the roadstead, nor the little town itself, show any signs of brisk commercial traffic. Steamship communication is almost restricted to the boats of the Packet Company. Only a few traders own small schooners, which they chiefly employ in trading with New Guinea or, as it is generally called in de Moluccas, "the Papoe".

Trade with New-Guinea has been greatly extended since a regular steamboat service has been opened with that island by the Royal Packet Company. Many merchants, who formerly only sent their hunters to New-Guinea to shoot birds, have now established agencies there, particularly for the buying of wild nutmegs and damar.

The nutmegs of Halmahera are nearly all sent to Banda, because they are very much like the nuts of that island.

On the island of Ternate there are also nutmeg plantations. Coffee and cocoa are also grown, but as the people of Ternate are lazy and careless, the plantations have to be worked by coolies from the Talaut-islands.

The population of Ternate is a mixture of races, who live to a great extent apart. North

of the European part, we first find the pasar, and then the Chinese camp. Next follows Fort Oranje, and then comes the Macassar camp, where also live the Arabs and other foreign

Oriental. Here terminates the real territory of the

Government, which is called Malajoe. If we penetrate farther we enter upon the territory of the Sultan, which is Ternate proper. The number of half-castes at Ternate is considerable; they descend from the Portuguese as well as from the Dutch. They bear the name of "Mardykens", or "Orang-Serani", because they are Christians.

The Malay population of Ternate consists of a Malay tribe who immigrated and supplanted the natives, or intermarried with them. Hence perhaps the reason why the Malay language at Ternate differs so much from that which is spoken in the Greater Soenda-islands.



CANOE AT TERNATE.

"This cannot be said, however, about a more recent lava-stream which has run into the sea on the north side of the island, at a point of the coast which has been called after it "Batoe Angoes" or *Verbrande Hoek* (Burnt Cape). It is supposed that this lava-stream was caused by the eruption of 1763. The century that has elapsed since this eruption does not seem to have sufficed to disintegrate the mass to such an extent that vegetation can grow upon it. We can still trace this lava-stream by its broad black stripe, which descends from the crater to the beach. Only about half way up the mountain, in places where damp and rain have influenced the disintegration of this lava, it is covered, though very scantily, with vegetation. Where the lava stream reaches the coast its appearance is impressive. At the beach, the mass is almost vertically broken off and forms a black wall of about 30 feet high and 400 feet wide, consisting at the base mostly of massive block-lava or crystalline matter and at the top of a scorious trachyte-lava. The surface of the lava-mass is very uneven, and shows numerous irregular, sharply-pointed pieces, which rise some feet above the lava-plain. It seems as though the lava, during the eruption, consisted partly of huge blocks and partly of liquid matter. The blocks that were carried along with the liquid mass can yet be seen protruding in several places above the coagulated mass.

"Soon afterwards we obtain sight of Hiri, a volcanic peak, the foot of which is submerged in the sea. Hiri is separated from Ternate by a narrow strait. It is about 1950 feet high, covered entirely with vegetation and uninhabited. An hour's distance farther up on the north-west-coast of Ternate lies Takomé, or, as it is called by the Soelarese who inhabit it, Soela Takomé. In the earliest days of the Dutch East Indian Company this place, which is now only interesting from a scientific point of view, was considered important enough to build on it a fort with a garrison of a hundred men. At that time the place had about a thousand inhabitants, and even in the latter half of the eighteenth century it was still well populated.

"But there is nothing of the kind now. The garrison was withdrawn more than 100 years ago, the fort destroyed, and the last inhabitants were swallowed up by an earthquake. At present two small lakes are pointed out, which, like the village in former times, are called Takomé. The one (Takomé-di-bawa) lies at a distance of only a hundred steps from the beach, slightly raised above the level of the sea. It is little more than an extensive pool, covered with seaweed and lotus-plants, and surrounded by wild vegetation consisting chiefly of screw-pines. The upper lake,

(Takomé-di-atas), is about half a mile distant from the beach, and occupies the middle of a rather high, flat-topped hill, covered only by grass and shrubs. Here stood formerly the village of Takome. A small round lake of scarcely half a mile in circumference indicates the place where it was swallowed up. It has entirely the character of a crater-lake. Its banks rise almost perpendicularly more than 90 feet above its level, and it would be dangerous to set foot upon its brink.

"Volcanic scorïæ on the slopes of the hill, coagulated on the surface, point to the degree of heat that must have prevailed here during the formation of its craters. After this formation, which is supposed to have taken place in 1768 or 1771, no more volcanic phenomena seem to have been observed; at least, the natives have no traditions or recollections of any". (BEEKER, 1856).

If a prolonged stay is made at Ternate, a trip to the island of Halmaheira can be recommended. There, the bay of Kaeo and the lake of Doema in particular deserve a visit, because of their natural beauty.

Tidore.

If it be possible to obtain a passage in a vessel to Tidore a visit to that island from Ternate is also highly to be recommended. With the steam-launch of the mail-boat the journey takes only about an hour and a half. The sea-trip there and back is the pleasantest part of the excursion. The view of the two islands, and of the receding coast of Halmaheira, rising as it does round the light blue sea, is indeed magnificent. The precipitous coast of this volcanic island, covered with green vegetation, presents, on approaching Tidore, no less beautiful scenes of nature.

Though not entirely without interest, a visit to the "kotta" with the "dalem" of the Sultan, is apt to disappoint visitors, especially when they remember the past greatness of this, the second of the spice-islands, at the time of the establishment of the Dutch East Indian Company. Nevertheless, Tidore makes a less sad impression than Ternate; it does not look quite so decayed and neglected. In the straight streets, enclosed on both sides by white walls, in which there are gates with peculiar triangular, gabled roofs, traces of Portuguese architecture can be discerned, while the houses of the native princes remind us, by their large green windows and numerous small panes of glass, of the old Dutch style. If, by the intermediation of the Resident of Ternate, we have an opportunity of paying a visit to the Heir-apparent we may be sure of a very courtly reception, and probably shall be treated to a performance of the old-fashioned war-dance, the "Tjakalele".

Batjan.

We leave Ternate towards evening, bound for Batjan. Once more we enjoy the beautiful prospect of the great volcanic chain, this time glowing in the beams of the sunset. The first thing that meets our eyes next morning, is the high crown of Batjan's loftiest mountain, the Laboean or Sibela. During the night the boat steams past the Goearitji-Islands, which form two rows, of which the eastern lies exactly in the direction of the volcanic line of Ternate. On the largest island of this row, Kajoa, it is said that stones of an eruptive nature are found, but the island is very low, and thickly surrounded by coral-reefs. The western row of islands lies in a line with the low-lying islands Kasiroeta (Tawali) and Mandiole, in front of Batjan. Between these and Batjan runs a narrow arm of the sea, which is called the Herberg-Strait, and affords the loveliest scenery. The steamer is, however, obliged to take the outer road and steer south of Mandiole into the Bay of Batjan. Seen from the sea, the whole of the island appears to be covered right to the top of the peak with virgin forest. Only at some points of the coast do we perceive traces of cultivation. In reality, Batjan is still almost entirely wild, which is principally to be attributed to its extremely scanty population. Of the aborigines none remain. The present inhabitants consist of Batjanese, Malays, half-castes of Portuguese origin but Protestants (Orang Serani), Galelarese from Djilolo the northern peninsula of Halmaheira, and Tomorese from Tomore, on the east peninsula of Celebes.

The mountains of Batjan resemble volcanoes, and very probably are so, as stones of an eruptive nature and sulphur springs are found on the island, and as, moreover, it lies exactly in the Ternate row of volcanoes. It must, in fact, be considered as two islands, a northerly (Ombatjan) and a southerly (Laboea), connected by a narrow and low neck of land.

Batjan abounds with game, such as deer and wild boar. Its birds, among them a kind of bird-of-paradise, and insects are also beautiful. It is the most easterly point of the earth where monkeys are found, namely, the black baboon of Celebes (*Cynopithecus nigrascens*). It remains, however, uncertain whether this variety of monkey has been imported from Celebes and ran wild on Batjan, as it is a favourite domestic animal.

The most important product of the island is damar (gum-copal), which is manufactured by the inhabitants into damar-candles. The Batjan Exploitation Company has been for several years trying to establish plantations here, worked by coolies from Java, but thus

far with small success. The company exports large quantities of damar-candles to Europe.

The little place of Batjan lies in the hollow of the beautiful bay, protected on all sides by steep mountain-slopes, and is the residence of a Controller and of the family of the Sultan. Further on there is a little church and a small fort called "Barneveld", which was taken by the Dutch from the Portuguese in 1609.

If we have time and opportunity, a visit to the plantations of the Batjan Exploitation Company makes a nice little trip.

Boeroe.

On the day when it arrives at Batjan the steamer starts again for Boeroe, which is reached next morning. During the intervening night we sail past the uninhabited Oebi-islands.

Boeroe is a large island inhabited by well-disposed Alfoers who, however, seldom come into contact with Europeans, and are still pagans. Along the coasts dwell Mahometan Malays. The island is mountainous, but, seen from the sea, no conical summits are visible. In the centre is a large lake called "Wakaholo". The coast-regions are mostly swampy. Boeroe is specially known as the principal habitat of the cajuput tree (*Melaleuca Cajuputi*), which supplies the oil of that name. The fauna is important on account of the wart-hogs (babi-roesa) and the extraordinarily large number of serpents.

The little place at which the steamer anchors is called Kajeli, and is situated on the large, spacious bay of that name. The view of the country is beautiful, though less so than the coast of Batjan. A peculiarly-shaped precipitous twin peak (called by the sailors, "Mother and child", is the only object that particularly strikes the eye.

Kajeli is inhabited by Christians and Mahomedans, and has no fewer than eight mesighits or mosques, as every small village-chief has his own sanctuary. The reason of this is, that the Dutch Government has compelled all the chiefs of the Alfoer districts, into which the island is divided, to settle in Kajeli.

The native quarters are very muddy and unhealthy. Near the landing place is a small deserted stone fort, on the spot where formerly stood Fort Oostburg. The Dutch Government is represented on Boeroe only by a minor official. In consequence of the swampy nature of the soil, it is impossible to take a walk in the environs. A great many neat boxes made of gaba-gaba (the stalks of the sagopalm) are carried on board, and indicate by their odour that they contain cajuput-oil.

AMBON.

The morning after leaving Boeroe, we enter the remarkable and beautiful bay of Ambon. On either side of the bay we observe a high and precipitous tongue of land, rising from the clear crystalline water. On the west side the land projects farther south than on the other side. Both tongues rise gradually until they reach the two high ridges forming the island, and, at the end of the bay, appear to merge into one mountain-range. Ambon consists in reality of two oblong-shaped peninsulas that rise parallel from the sea, and are connected only by a narrow low-lying neck of land.

The larger and higher north-west peninsula is called Hitoë; the south-east: Leitimor. In outward appearance they are very similar. On the port-side, as well as on the starboard side, we notice softly-rounded hilly ridges, whose tops, only thinly covered with vegetation, give to the whole landscape a less tropical appearance than is presented by the dense primeval forests of Batjan. Notwithstanding the less striking contours of the mountains and the comparatively poor vegetation, the view we enjoy from on board is rich in beautiful scenery, especially when we have penetrated far enough into the broad bay to catch a glimpse of the chief town of Amboina.

Though the harbour is not much frequented, especially by large vessels, yet the little proas and fishing-smacks give it a lively appearance. The first thing that strikes us is the pier of the Packet Company, projecting in front of a round peninsula, on which a few offices and warehouses are situated, and that is connected with the shore by means of a dam. Behind it we observe the town with its white painted houses, and the long stone walls of its new cantonment, which is constructed on the best modern principles and has a water main carried from the mountains at an hour's distance. On the front facing the sea is a second landing-pier for rowing-



VIEW OF AMBON.

boats only. When the steamer arrives, the pier of the Packet Company presents a lively appearance. A great many natives stand there apparently to while away the time.

The Ambonese are an inquisitive, noisy, and pleasure-loving people. Many of them profess the Christian faith, and on that account consider themselves the equals of the Europeans, so that we meet in them no trace of the deference and modesty which other natives, for instance of the interior of Java, show to the white man. On the contrary, the Ambonese have an inclination to be bold and familiar, which is disagreeable to a passing traveller. Nevertheless, the merriment of the Ambonese passengers and their accompanying friends and relatives on board, has also its pleasant side.

The population of Ambon, like that of Ternate, is not a pure race, but is strongly mixed with Portuguese and Dutch blood, especially, of course, in the capital. The ease which they are able to provide for themselves and their often large families on account of the fertility of the soil and the marvellous richness in fish of the surrounding sea, makes them averse from work. Sago is their principal food. From one sago-tree, which can be entirely beaten out in a few days, enough sustenance can be obtained to supply a whole family for three months. The bay and the surrounding sea swarm with fish. Sagoweer, as palm-wine is called in the Moluccas, is easy to prepare. No wonder, then, that the Ambonese are disinclined to work hard in the service of taskmasters. They seem, however, to be fond of roving and adventure, for Ambon supplies the Dutch-Indian Army with a rather large contingent of soldiers, who, uniformed like their European brothers in arms, and paid at the same rate as they, are highly praised and appreciated by many officers for their courage and warlike spirit. In their dress the Ambonese "burghers" keep the medium between Europeans and natives, and when they go to church on Sundays, the men are dressed in black cloth coats and trousers. The women wear long, wide dresses of a black, shiny material, whilst from their left arm a white handkerchief hangs down. This sombre and tasteless dress is probably due to the strict views of their religious teachers. In their behaviour, however, the Ambonese women are not so serious and modest as their wearing apparel would imply; they are known to be gay and fond of dancing and other pleasures.

A kind of national dance, which takes place on every great festive occasion, is called the "Menari". But every opportunity, however slight, is seized for dancing in European style, which they

call "dansi-dansi". In these social tendencies, the Ambonese fair sex surpass even their Minahassa sisters. This excitable and merry nature of the Ambonese is, to a great extent, stimulated by the use of fermented drinks. From the juice of the sugar-palm (arèn-palm) they make "sagoweer", a sweet, thick, refreshing beverage which is often mixed with bitterwood (quassia) and transported in long bamboo cases, or in bag-shaped palm-leaves closely sewn together. Nor do they object to arrack and gin, and, being Christians, their tendency for alcoholic drinks is not cuibed by religious scruples as it is in the case of Mahomedans.

The mania for maintaining their rights by means of plaints and lawsuits is remarkably strong with the Ambonese. Many citizens consider it an honour to appear before the Court of Justice, and they even go so far, it is said, as to invent imaginary grievances or claims, in order to get an opportunity of appearing before the authorities.

The Ambonese are also fond of serving in the National Guards, particularly when they have a rank in their company. The guard-house is, as a rule, occupied by warriors of this kind.

The little place of Ambon makes a pleasant impression upon the pedestrian, though it cannot boast of much that is remarkable. The European stone houses are chiefly built in the old Dutch style, with balconies in front, facing the street, but not surrounded by gardens, as in Java. Some of them still have old fashioned seats or "stoeps" on either side of the front-door, whilst in the back-yards,, little houses have been built, made of gaba-gaba, as places of refuge in case of earthquakes. The new hospital, the prison, the native training-college and the houses of the teachers at that college, together form a, separate block, just beyond the centre of the town. The office of the Residency, which has just been opened, is a handsome building. The house of the Resident is large and beautiful: it stands in the middle of a tastefully laid-out-park, and is called Batoe Gadjah.

Close to the anchoring pier we find the "pasar" and the quarter of the Chinese merchants. For a stranger coming from Java a visit to the Christian church must be interesting, particularly when the service is held in Malay. Memorial stones placed at the main guard-house, the church, and the fort, show the Governor of the Moluccas, PADBRUGGE, to have been the builder or restorer.

The Grotto of Batoe Lobang.

Those who wish to know something about the surrounding districts and the geological structure of the island, should take a walk to the limestone grotto of Batoe Mobang. They will have to

ascend the rather steep mountain slope immediately behind the Resident's house, consisting of coral limestone, and, ascending and descending, pass a couple of mountain-ridges that stretch parallel to the coast. In order to view the grotto, they must take care to bring from the town some coolies, with lanterns or torches.

The stalactites are not particularly fine. Besides, they are greatly damaged, having suffered from reckless destruction, and being blackened by the smoke of the torches. The grotto is infested by small bats, which are caught by the coolies with much noise, to be eaten. The late Prince HENRY of the Netherlands paid a visit to this grotto when he was a lieutenant on board a Dutch man-of-war, but the memorial stone set up on that occasion has been damaged by the dripping water to such an extent that the inscription is entirely obliterated.

The Sea-Gardens.

An excursion through the bay to the so-called "Zeetuinen" (Sea-Gardens) is very interesting, as they abound in beautiful vistas.

These gardens are coral-reefs, which, in the still, deep waters of the bay, protected on all sides, have developed a splendour and richness of form nowhere else to be met with. Especially the delicate fine-branched kinds, such as the staghorn corals, here find a congenial soil.

The visit should be made early in the morning, and when there is as little wind as possible. If the sea-gardens can be seen at a time when the surface of the water is quite smooth, the magnificent colours, the strangely fantastic shapes, and the endless variegation of the coral growths appear superbly beautiful. It seems as if an enchanted garden had suddenly arisen from the silvery bottom of the deep azure water beneath us, and remained there quiet and motionless. In the multitude of brown, green, pink, yellow and grey coral stems of all sizes and shapes we notice a few that are white and glistening; these are dead. Upon and around the corals lie blue and purple sea stars, black Holothuriae (*tripang*), variegated horns and shells, and black "sea-hogs", thickly covered with bristles. The latter are to be recognized by a circle of beautiful azure-blue eyes on stems. Great care should be taken not to touch the long bristles, as this causes a violent, irritating pain, which lasts a long time. The sea-gardens are the place where the celebrated naturalist RUMPHIUS (supercargo of the Dutch East Indian Company at Ambon) gathered the collection of the remarkable sea-animals sketched and described by him in his "Ambonsche Rariteiten-Kamer". His grave is to be found in the town; it has been adorned with a monument by Governor-General VAN DER CAPELLEN.

Halong.

Time and opportunity permitting, the excursion through the bay may be extended to Halong, a village about an hour's journey north of Ambon, where in the midst of beautiful, cool woods of sago-palms, clove, and other fruit-trees, a little brook flows to the sea forming a waterfall in its course with a natural bathing-pond underneath, affording a splendid opportunity for swimming in fresh water. Ambon is the island that was chosen by the East Indian Company as the sole place for the cultivation of cloves, when, as a result of the company's monopolistic policy those trees had been extirpated. as far as possible, in all the other islands of the Moluccas. Halong lies in the so-called inner bay, a bag shaped widening of the blind north end of the sea-arm, between Hitoe and Leitimor.

The narrow low-lying neck of land that connects these two and separates the bay from the open sea, is called BAGOALA, and the kampong on it, Paso. At high tide, the isthmus often becomes inundated, and affords opportunity for canoes and piroas to float over it. At low tide they are put on rollers, and dragged over the sand from the bay to the sea, or *vice versa*. The mail barge from Ambon to the north-east lying islands, Haroeke and Saparoea, which, together with Noesa Laut form the so called Oeliasers, prefers this shorter route.

B A N D A.

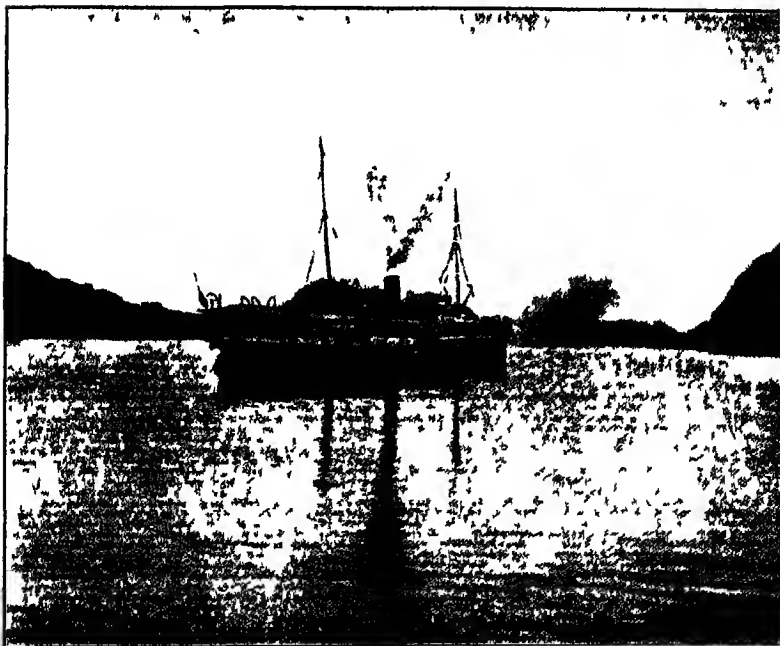
To crown the lovely journey to the Moluccas, and as a finishing touch to all the incomparable scenery to which the steamer every night softly and quietly conveys her passengers, we discover. on the morning after our departure from Ambon, the silhouette of the Banda-Islands, with the high GOENOENG API, in the glowing eastern horizon.

Everything on this enchanting group of islands is as delicate as it is exquisite, and makes one think of stage scenery on a gigantic scale. But the sea is bluer, the green is darker and more sparkling, the yellow and grey stripes upon the smooth slopes of the volcano are better outlined; the little clouds of morning mist are more ethereal at Banda than anywhere else.

It is still very early in the morning when we pass, on the

starboard, the islands Run and Ay, whilst on the northern horizon rises the rocky mass of the Ghost-island, Sewaner but when the steamer is about to enter the Sun Gate it has been light for some hours.

The rapture which lovers of natural scenery experience on entering this unique bay, is beyond all description. Steering so closely to the shore that we almost fancy we could reach the overhanging branches of the dense woods, the boat glides between



ARRIVAL AT BANDA

the steep rocks of Banda Neua's north cape, Lautaka, with the Batoe Poeloe-Matu (the dead island rock) on the port side, and the little island Kraka on the starboard. Then suddenly we find our selves in a pond still as death, surrounded by high walls of rock, whence, on the starboard without any beach worth mentioning rises the gigantic peak of the Goenoeng Api

Still more surprising, however, than this threatening volcanic shaft is the prospect we now discern right ahead. This is a little town situated against the slopes of a green, rocky island, its small

white-painted houses piled up in terraces, whilst right on the summit rises a medieval castle, a stone citadel, with battlements and round turrets. We fancy ourselves suddenly transported to the coasts of Italy. We now, for the first and only time in this Archipelago, behold a landscape in which the buildings add to, and even play an important part in, the picturesqueness of the scenery.

Right below the little town, the steamer is made fast to a pier, the piles of which we can see far down in the crystalline water, so deep indeed, that the bottom is hardly to be discerned. Here the rocky coast descends perpendicularly into the sea.

The „Zonnegat” is evidently a deep gulf between Banda Neira and Goenoeng Api. From the pier we can see but little of the place, and nothing of the actual roadstead of Banda (the “Gate of Laisan”) situated between the islands Banda Neira and Great Banda. We can only discern the highest south-west part of the latter island, called Banda Lontar, between the Goenoeng Api and the coast of Neira. A narrow, rocky, and unnavigable strait, full of reefs connects, in that direction, the “Zonnegat” with the roadstead.

Taking a walk through the town of Neira we first come to the Chinese and Arab parts, then into the European streets, and soon afterwards find ourselves standing on Banda Neira's south-shore, before the “Oostergat”, or “Gat van Laisan”, looking at the precipitous coast of Great Banda, the so-called “Voorwal” or “Overwal”. The whole of this island is densely covered with nutmeg-trees and here and there we see the white houses of the planters scattered about the beach.

Paddle-boats, with high sterns, the so called “orembai's.” ply up and down in order to take strangers to the other side, for ƒ 0.50.

Sometimes we see the very peculiar sight of the male population of some kampong paddling in the bay, in a very long, slender rowing-boat called a “bélang,” gaudily painted and decorated with flags and pennants; they beat time on gongs and cymbals, to a strange kind of song, an accompaniment to the curious handling of their short oars, which they lift as high as they can, and, at long intervals, let down into the water.

A beautiful avenue of canary-trees stretches along the shore, where the principal buildings are situated. First we see the church, then a large deserted stone fort, “Oranje Nassau,” above which, on the sloping hill, rises the south-front of the afore-mentioned castle, Belgica. A subterranean passage, it is said, connects the stronghold on the shore with the mountain-fort. Both fortresses however, have been abandoned, being unhealthy and antiquated.

The size and good preservation of the European dwellings at

Neira point to the prosperity which nutmeg-growing once brought to the inhabitants, but owing to the decline of the nutmeg culture they now are rather neglected, and anything but tasteful and cosy-looking. They stand with their long, narrow, and bare front-galleries right on the road, without any garden in front or at the side, and without flowers or plants in tubs. Even the beautiful view of the bay and Great Banda opposite, seems to those who see it daily an object of indifference. The front-gallery of the club affords a good opportunity for admiring everything at one's ease.

All the large houses are built of stone, but they are very low. This is imperative on account of the violent earthquakes which are very frequent in this highly volcanic group. The earthquake of 1852, for instance, caused great damage. As we stay only two days here, it is advisable without delay to view all the beautiful scenes that Banda has to offer to the visitor.

Great Banda, or Banda Lontar.

First of all, cross to Great Banda in an *orembai*, shaping a course due south ($\frac{1}{4}$ hour rowing) to Spanish Bay, where the spice plantation of Spantjeby (a corruption of the real name?) is situated. Walk westward along the coastal road, passing by nutmeg plantations all the way, until the village of Lontar or Lonthoor, in the west of the island, is reached. Here are the ruins of Fort Hollandia. Thence we ascend a masonry stair of about 300 steps and arrive at a well-made road leading to the spice plantation Orang-datang, situated high above the sea, and from the highest point of this (1550 feet) we have a lovely view of the whole Banda group. From here we can descend to the coastal road by a rather steep path known as *tanga-tanga-Kakatoea*. But if the traveller has more time to spare he can proceed from Orang-datang, by way of the mountain-ridge Kaliwoho to the south coast, the so-called *Achterwal*.

If through the courtesy of one of the planters we have been enabled to hire or borrow a horse, a ride along the "Achterwal" to the narrowest point of the island, near the plantation the "Zoete Inval" across it to the "Voorwal", and along this to the starting-point opposite Banda Neira, is highly to be recommended. It is, however, also possible to go a great way along the "Achterwal" on foot, without much fatigue, as the roads are good and well shaded. This trip is more beautiful than that by the "Voorwal", the ground being more hilly, while the nutmeg trees are larger and bear more fruit.

The view of the Banda nutmeg plantations is something unique. We imagine ourselves transported to the holy groves of which the poets sing; no sign of wilderness, and yet everything grand and luxurious. On all sides, without a single open space, we are surrounded by the splendid nutmeg-trees, with their dense crown of shining, dark-green foliage, between which the dull yellow, round fruit hangs down in great abundance. Here and there we notice the dark red mace, glowing in the depth of the split fruit,



NUTMEG-PLANTATION AT BANDA.

and above these dense orchards, enormous canary-trees spread their dark green crowns, and meet together, forming a protecting roof of leaves, supported by column shaped trunks of such circumference as can seldom be seen in Java.

Sometimes we may hear the cooing of a large nutmeg-pigeon (*Carpophaga alba* and *perspicillata*) resounding through the still wood. These birds, called by the Bandanese "Manoek falor," swallow the fruit, and discharge the nut again undigested, by

which means they assist in the propagation of the trees. For the rest, the Banda-Islands are not rich in birds. Of mammals we find, besides the ordinary rats and bats, only deer and pigs, and, as a characteristic of the Moluccas, a pouched animal, the "Koes-koes".

Here and there, between the ordinary nutmeg-trees, we observe a so-called wild or New-Guinea tree, distinguishable by its large leaves. The nutmeg-trees blossom the whole year round, so that the branches always bear fruit in all stages of ripeness. Some trees only produce male blossoms. When the winding and undulating road leads along the shore, as it does at times, the nutmeg-trees give place to Pandans (screw-palms) of an extraordinary



NATIVE GIRL AND CHILD AT BANDA

height, whilst the Canaries are replaced by no less gigantic Baringtonias, whose white crowns of flowers cover the ground like so many bouquets made of silver thread. Now and then we can see through the fantastic branches or roots of this dense maritime wood the blue surface of the sparkling sea, and its white breakers beating against the strangely-shaped rocks.

The continual rolling of these breakers tends to impress the

lonely horseman, more and more, with the peacefulness of these majestically silent woods, and to absorb him in sweet reverie. All nature breathes rest and peace, both when we find ourselves alone in the midst of the trees, and when the monotonous cries of the nut-gatherers resound plaintively through the forests.

From time to time we meet them roving about in the plantations, armed with long bamboo sticks, the end of which is provided with a peculiar little prong for gathering the ripe nuts, and make them fall straight into the small basket they carry.

Nowhere in the world are the nutmegs of such good quality as in the Banda-Islands. Lontar, Neira, Rozengain and Ay have been under cultivation for a long time, Run only recently. Goenoeng Api has no longer any plantations. If in the afternoon we visit a planter's house and the place attached to it where the nutmegs are stored, we can witness the delivery and opening of the newly-gathered nuts.

They are freed from the mace and then put into curing-lofts, where they are for some weeks exposed to the smoke of smouldering wood. The mace is dried in the sun, on large flat dishes, made of wickerwork. Such a dish, covered with fresh mace, shows the most beautiful red colour imaginable. The nuts are next steeped in lime to preserve them against insects, after which they are packed for exportation.

The road leads past various small deserted stone forts, which show how great a value the East Indian Company formerly attached to its hold upon these precious islands. The Dutch fought dearly for their possession, and the history of Banda's colonization, first by the Portuguese and the Spaniards, and afterwards by the Dutch, is one series of battles and atrocities. In the course of these, the original inhabitants have entirely disappeared, and have been replaced by emigrants, consisting principally of Javanese, who now work by contract in the nutmeg-plantations.

Arrived at the north passage from the Achterwal to the Voorwal, we catch from time to time between the trees a glimpse of the little island Rozengain, the most easterly of the Banda group. To the south of this, lies a shallow bank covered with coral-rocks, called "Verdronken [drowned] Rozengain."

Ascent of the Goenoeng Api.

To the mountain-climber, the ascent of the Goenoeng Api is highly to be recommended. It is better to take a guide, but if none can be had you can go alone, and with some care and circumspection the top is to be reached.

A visit to the crater-plain is not dangerous if one does not venture recklessly into hot places. The ascent takes about an hour and a half, the descent is accomplished very quickly.

The Goenoeng Api is a pure eruption cone; its entire outer wall consists of cinders, rapilli, and ashes. Where this new volcanic soil has not been planted with vegetables by the Boetonese, who settled here about ten years ago, it is covered with ferns, orchids, and other flowering shrubs. Prior to the eruption of 1820 there

were vast nutmeg plantations at the foot of the mountain, but in that year they were entirely destroyed.

The summit displays several shallow and extinct crater-basins, besides a warm smoking plain sending forth sulphurous vapours, and covered with split and rent lava blocks. To the north, we look into a large but shallow chasm, which stretches to about the middle of the slope, and gives us the impression of being the pit of a side-crater.

From the top of the Goenoeng Api, we have a magnificent view of the whole group. What impresses us most is the view of the little town of Neira, upon which, so to speak, we look right down, while the bastioned star of Fort Belgica makes one think of the citadel Monte-San-Angelo above Naples. No spot is more suitable for obtaining a clear and permanent idea of the formation and character of these islands. We see, as it were, a natural relief-map before us. It becomes clear in a moment that the half-moon-shaped Great Banda is the ridge of the segment of a crater-wall protruding from the sea, of which the islands Poeloe Pisang and Batoe Kapal, (the rock shaped like a ship) lying to the north of it, are also fragments, rising above the surface of the water, but which further along has been destroyed and has disappeared in consequence of later eruptions, to which Banda Neira and Goenoeng Api owe their existence. The Oostergat and the Zonnegat, therefore, are two crater-hollows. If the whole of the group were to rise up from the sea, they would become sand-seas, like the Dasar and Segarawedi of the Tengger. Banda Neira is also the east segment of a crater-wall, the west part of which is covered by the Goenoeng Api. Ay, Run, Rozengain and even Sewangi, are, in all probability, the remains of still greater crater-circles, or tops of parasitic cones upon a former awe-inspiring volcanic giant, the slopes of which lie hidden beneath the surrounding sea.

The striking resemblance between the Tengger and the Banda-group was first mentioned by Dr. BLEEKER. He remarks that Banda Lontar with Poeloe Pisang and the Batoe Kapal, form one half of the circumference of a circle, the centre of which lies precisely in the "Zonnegat", and that around this circle, concentrically, two others can be drawn, the inner one of which goes through Ay and Rozengain, and the outer one through Run, Sewangi, and Verdrongen Rozengain. This fact makes it probable that these islands form the remains of three concentric crater-circles which have merged into each other.

Banda Neira.

At Banda Neira itself we also have the opportunity of visiting beautiful nutmeg-plantations, namely "Zevenbergen" and "Hersteller", belonging to the LANS family.

Specially to be recommended also is a visit to Fort Belgica, on account of the lovely view from the battlements of its towers, and the ascent of the so-called PAPENBERG, the highest point of Banda Neira, upon which lies the signal-station.

The road is entirely shaded, and the prospect is almost as beautiful as that of Goenoeng Api and Banda Lontar, so that this walk, which is not very fatiguing, is deserving a special recommendation, if for some reason or other we have been prevented from visiting the two last-named steep mountain-tops. A few years ago a small hotel was established at Neira, which is well spoken of.

From the Arab firm of BAÑDILLA BROTHERS, we have an opportunity for buying all kinds of skins of birds-of-paradise, as well as crested-pigeons (Gura), Nicobar-pigeons, pearls and pearl-shells. In case of a prolonged stay the visitor will also desire to make an excursion to the other islands.

Ay.

In calm weather the island of Ay can be reached after two hour's rowing. There is a fort, Revenge, built in 1618, and still in a good state of preservation, although now without a garrison. The village of Ay is neat and clean. Six nutmeg plantations remain on the island.

Run.

A couple of hours' rowing takes us from Ay to Run, which has two nutmeg plantations: Arcadie and Eldorado. and the ruins of a fort, dating from 1649.

Rozengain.

From Neira to Rozengain is $2\frac{1}{2}$ hours by rowing-boat. The island contains a single nutmeg-plantation, which occupies one half of it, the rest being planted with djati-trees.

In July and August the sea of Banda assumes a milk-white colour, and is then known as the milk sea, or, among the natives, as *ajer poetih*. This phenomenon is caused by animalculæ no thicker than a hair, moving about in incalculable numbers. and when it takes place the various islands can be clearly distinguished among the white water on moonless nights. The fish caught at this time are fatter and more delicate than at other times. The finest sea-gardens of Banda are at the West Coast of Boerang, the N. E. peninsula of Great Banda.

FROM BANDA TO SOERABAJA, ALONG THE SOUTH ROUTE

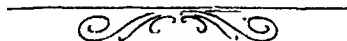
The return journey from Banda to Soerabaja is *via* Ambon and Macassar.

The steamer only stops at both places for a short time (at the utmost a day and a half); we have, however, an opportunity of buying ethnographic curiosities and photographs or of visiting spots in the immediate vicinity where we have not been before.

The most remarkable part of the journey between Ambon and Macassar (which takes about fifty hours,) is the passage of Strait Saleier, between the island of that name and the south point of Celebes (Oedjoeng Lasowa or Bira). We can clearly distinguish the bare, almost perpendicular, rocky walls of Saleier, in which the sea has formed natural grottoes. Right across the strait lie three little islands in a row.

The night before we have passed the south-coast of the island Boeton, thickly covered with vegetation, and deeply indented, on which, towards dusk, thousands of little lights begin to glimmer.

At the end of a month, the steamer has returned to her starting-point, Soerabaja, and we can reach Batavia again by sea. More quickly, but less agreeably, we can travel through Java by rail, and thereby, if desirable, still find time to visit Mendoet and Boro-boedoer from Djogja by coach, *via* Magelang and Ambarawa.



CONCLUSION.

In the foregoing sketches we have only been able to deal with a few of the principal trips which are taken through the Dutch East Indian Archipelago by the steamers of the Royal Packet Company. The authors have thought it wise to confine themselves to those parts which they had personally visited, and the further particulars given in this new edition are compiled from data gathered on the spot. The traveller who wishes to know all the places to which he can go by the Packet Company, should consult the table given at the end of this book.

From it, he will see that from the north-point of Atjeh to Merauke, 141 deg. east of Greenwich, southern longitude, on the south coast of New Guinea, all the important roadsteads and harbours of the Dutch East Indian Archipelago can be reached.

From Pontianak we can ascend the mighty Kapoeas-river to Sintang, or still farther, to watch the orang outangs and long-nosed apes in the boundless primeval forests of Borneo, and visit the hospitable and well-disposed Dyaks in their barrack-like dwellings, nor need we hesitate to do so from fear of their reputed propensity for cutting off



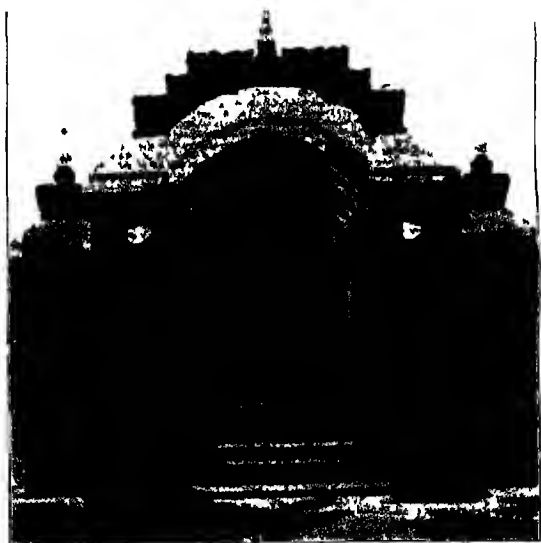
ORANG OUTANG.



RANDJERMASIN

heads, as this is only indulged in nowadays by wandering tribes.

The enormous circle of the lesser Soenda islands, extending eastward in mountain tops which grow lower and more distant from each other as we proceed on our journey, shows all types of volcanic and coral islands, on which we can watch the merging of the Asiatic into the Australian flora und fauna, and whose population represents every period in the history of civilization.



On the coast of New-Guinea, finally, we can become acquainted with the savages living almost in natural state: Papuas, with high woolly crowns, who shoot birds-of-paradise with reed arrows out of their blow-pipes, and carve wonderful idols from tree-trunks.

Thus every member of this gigantic group of islands has its peculiar characteristics inviting a visit, whereby the desire for travelling is awakened.

Let us hope that this volume may stimulate the desire for travelling in the Dutch Indies, so that before long a description by eye-witnesses of places not yet mentioned in this book, may be added to its contents. Among these almost untrodden regions



LOMBOK FISHERMAN.



PAPUA WARRIORS.

we would first of all mention the remarkable island of Bali, most of which is not yet a safe ground for tourists or explorers, although it may soon become so.



S E R V I C E S
OF THE
KONINKLIJKE PAKETVAART MAATSCHAPPIJ,
FOR THE YEAR 1906.

**For the dates of departure the half-yearly handbooks and the daily
advertisements in the Indian newspapers should be consulted.**

The services are run as follows:

SERVICE 1. (Fortnightly).

From Batavia to Padang, Oelëë-Lheuë, Sabang, Penang and back. On the outward voyage and on the return Telok Betong, Kroë, Benkoelen, Segli, Lho-Seumawé and Edi are called at regularly, and Engano once a quarter.

SERVICE A. (Fortnightly).

From Batavia to Padang and back, viâ Telok-Betong, Bintoehan, Benkoelen, Indrapoera, etc.

SERVICE B. (Weekly).

From Penang to Belawan-Deli, Langsa, Lho-Seumawé and back.

SERVICE 2 (Every four weeks).

From Padang to Oelëë-Lheuë, Sabang, Penang and Singapore and back. On the outward voyage and on the return the steamers call at Priaman, Ajer-Bangis, Natal, Siboga, Baros, Goenoeng-Sitoli, Singkel, Tapa-Toean, Meulaboh and Poeloe-Raja.

SERVICE C. (Every four weeks).

From Padang to Oelëë-Lheuë, Sabang, Penang and Singapore and back. On the outward voyage and on the return the steamers call at Poeloe-Tello, Siboga, Baros, Goenoeng-Sitoli, Singkel, Simeuleu, Tapa-Toean, Meulaboh and Poeloe-Raja.

SERVICE D. (Weekly).

From Batavia to Singapore and back. Alternately Tandj. Pandan (Billiton) is called at, outward and homeward.

Every two weeks this steamer has connection at Singapore with the German Mail to and from Europe.

SERVICES 4 and E. (About Six times monthly).

From Batavia to Palembang, Djambi and back. Every third voyage the steamers call at Moeara-Saba, Simpang and Djambi.

SERVICE O. (Weekly).

From Palembang to Sekajoe, Lakitan, Moeara-Klingi and Moeara-Enim.

SERVICE S. (Fortnightly).

From Palembang to Samarang via Cheribon, Indramajoe, Tegal and Pekalongan.

On the return voyage the steamers call at Batavia.

SERVICE 5. (Every four weeks).

From Batavia to Muntok, Riouw and Belawan-Deli and back.

SERVICE F. (Every four weeks).

From Cheribon via Samarang and Batavia to Belawan-Deli and back. (During the first four months of the year, however, there is a weekly communication between Batavia and Belawan-Deli).

SERVICES 5. (Coast). and F (Coast) (Fortnightly).

From Belawan-Deli to Singapore and back. On the outward voyage and on the return the steamers call at Asahan, Panch. Bengkalis, Siak, and Pakan-Baroe.

SERVICE R. (Fortnightly).

From Sabang to Deli and back. This steamer has connection with the Dutch mail to and from Europe.

SERVICE 6. (About twice a month).

From Batavia, via Tandj. Pandan (Billiton), to Pontianak and back. Every other journey the steamer continues its voyage to Singkawang, Pemangkat and Sambas.

SERVICE P. (Alternately every 10 and 11 days).

From Singapore via Billiton to Pontianak and back via Singkawang.

SERVICE V. (About twice a month).

From Pontianak, via Tajan and Sanggan to Sintang and back.

SERVICE G. (Weekly).

From Batavia to Samarang and Soerabaja and back. On the outward voyage and on the return the steamer calls at Cheribon, Tegal and Pekalongan. Moreover, extra voyages are made from Batavia via Samarang to Soerabaja and back.

SERVICE 8. (Once every 4 weeks).

From Singapore to Soerabaja, Bandjermasin and Samarinda (Koetei) and back. On the outward voyage and on the return the steamer calls at Bawean, Kota-Baroe, Balik-Papan and Moeara-Djawa. On the return voyage at Passir instead of at Balik-Papan.

SERVICE H. (Weekly).

From Soerabaja to Bandjermasin, if necessary viâ Soemenap.

SERVICE J. (About three times a month).

From Singapore to Bandjermasin, Koetei, Boelongan and Berouw and back. On the outward voyage and on the return the steamer calls at Kota-Baroe, Balik-papan, Moeara-Djawa, Donggala and Tarakan.

SERVICE L. (No fixed time-table).

From Bandjermasin to Sebangau, Sampit, Koemai and Kota-Waringin and back.

SERVICE N. (Fortnightly).

From Bandjermasin to Poeroek-Tjahoe and back, calling at Merahan, Negara, Bebirik, Amoentai, Boentok, and Moeara-Teweh.

SERVICES 9, K., and M. Alternately. (Three times monthly).

From Singapore, Batavia and Soerabaja to Macassar, Menado, Gorontalo, Ternate, Batjan, Boeroe, Amboina and Banda and viâ Macassar back to Soerabaja. These services run alternately, every two voyages, in opposite directions. On these services the steamer stops at Palehle, Soemalata, Kwandang, Amoerang, Donggala and Balik-Papan; on Service 9 also at Paré-Paré and Toli-Toli, and on Service K. and M. at Boeleng, Ampenan, Bwool and the Sangir and Talaut-Islands. On Service K. only at Taroena.

SERVICE 10 (Every four weeks).

From Macassar to Temboekoe and back. On the outward voyage and on the return the steamer calls at Bonthain, Boelekomba, Saleier, Sindjai, Palima, Paloppo, Boeton, Salabangka and Kendari.

SERVICE 11 (Every four weeks).

From Soerabaja viâ Timor-Koepang and Timor-Deli to Merauke and from there viâ Timor-Deli, Atapoepoe, Timor-Koepang, Nangamessi, Bima, Laboean-Hadji, Ampenan and Boeleng back to Soerabaja and Batavia.

SERVICE 11a. (Every four weeks).

From Soerabaja via Soemenap, Banjoewangi, Boeileleng, Ampenan, Laboean-Hadji, Soembawa, Bina and Macassar, and back to Soerabaja, via Laboean Badjoe, Maoemeri, Larentoeke, Timor-Koepang and Atapoepoe. On the return journey the steamer calls at these places alternately on the opposite direction.

SERVICES 12 and 13 (South). (Every four weeks).

From Soerabaja to Macassar, Amboina, Saparoea, Banda, Gisser. Boela-bay, Sekar, Fakfak, Toeal, Elat, Dobo, Lelingloewan (Larat), Adaoet (Selaroe), Tapa (Babber), Serwaroe (Letti), Kisser, Ilwaki (Wetter), Woeloer (Dammer), Toeal, Banda, Saparoea and via Amboina and Macassar back to Soerabaja. On the outward and homeward voyages, between Soerabaja and Macassar, the steamer usually calls at Boeileleng. Every other voyage the direction of these services is reversed.

SERVICE 13b. (Every eight weeks).

From Soerabaja via Boeileleng, Macassar, Amboina to Humboldt-bay. Between Amboina and Humboldt-bay the steamer calls at Piroe, Wahaai, Gani, Ternate, Galela, Pantani, Sorong Saonek, Monokwari, (Doreh) Roon, Djammi, Wool bay (Jappen) and also, between Macassar and Amboina, at Tifoe (Boeroe).

SERVICE T. (Weekly).

From Batavia to Anjer, Kaliandà, Telok Betong and back. Every other journey the steamer calls at Kotta Agoeng (Seinangka).

SERVICE W. (Every three weeks).

From Macassar to Paré-Paré, Madjene, Donggala, Toli-Toli, Boelongan, Berouw, Samarinda, Pasang-Kajoe, Karossa Mamoeedjoo, and back.



EXTRACT

FROM THE

General regulations on PASSAGE and transport of BAGGAGE etc.

Booking.

Booking must take place in advance at the Agent's office at least two days before departure, on payment of the passagemonny and receipt of the ticket.

Fares for Children.

The tariff for ordinary passengers applies to all persons above 15 years of age.

For children from 2—15 years only half fare has to be paid; children under two years travel free, provided they are with the family they belong to.

Reductions on Fares.

Missionaries of all denominations (not being in Government-service) are allowed a reduction of 15 p. c. on 1st and 2nd class rates both for single and return tickets; this is also applicable to their families, whether or not they travel alone.

This reduction is also granted to naturalists, who can prove to the satisfaction of the Chief Agent that they are travelling only for scientific purposes. They are, moreover, entitled to a reduction of 15 p. c. on the excess weight of their baggage. This last reduction is not applicable to their families.

Return Tickets.

With certain exceptions, especially mentioned in the Tariff, 1st and 2nd class return tickets are obtainable for all routes at $1\frac{7}{10}$ times the cost of a single ticket. Return tickets are available for three months, by which is meant that the return journey must be commenced not more than three months after the date of departure. If the term of three months is exceeded, the difference between the reduced price of the ticket and the full return fare must be paid. The holder of a return ticket must hand in his ticket for signature to the local agent before embarking on his return journey. If, for whatever reason, a return ticket is not used, either wholly or in part, 75 % of the amount paid (after deducting full fare for the distance travelled) will be refunded to the holder, provided the ticket be handed in before the last day on which it is available.

First and second-class passengers who do not hold return tickets will be allowed a rebate of 15 p.c. on the tariff-price for the return journey if they commence that journey within three months from the date of their embarkation on the voyage out.

The reduced tariff for return tickets does not apply to the printed tariff rates for round-journey (rundreise) tickets; for instance, from Macassar back to Macassar, even though the round trip be completed within three months.

No excess is charged, or refund allowed, on the following services, viz., 8, H and J; 9, 12, 13 K and M., if the return journey is made with a return ticket by another route or service than the outward journey, except where such a journey constitutes a round trip, in which case payment of the excess to the full amount of the round-trip tariff is due from the passenger.

Through-tickets.

The tariff for through-tickets is to be ascertained by adding together the cost for the various routes to be followed.

The tariff of a through-ticket 3rd class is $\frac{1}{5}$ of a through-ticket 1st class.

Transfer to a higher class

Second, third and fourth class passengers are allowed to change on board into a higher class (accommodation permitting,) on payment of the difference in cost from the station last touched to the place of destination.

Food and drinks.

The passage includes food, but no wine, beer and similar drinks, these may be had by 1st and 2nd class passengers according to the tariff.

Breaking the journey at intermediate places.

Passengers are allowed to break the journey at intermediate places, provided they have their tickets verified by the captain before leaving the steamer, and continue their voyage within a month; or, if no steamer arrives within a month, by the next steamer in the same direction.

Passengers who, before reaching their final destination, disembark at an intermediate port and make no further use of their ticket can obtain a refund amounting to 75 p.C. of the difference in the price between the final destination and the port of disembarkation.

Transshipping and staying ashore.

If transshipment to another vessel is necessary at an intermediate port in order to reach the final destination, the passenger has to tranship with his cabin-luggage at his own expense and, if this steamer is not yet ready for departure, he has to stay ashore also at his own expense.

The Company effects the transshipment of all luggage for which the passenger has a receipt; but this transshipment takes place at the passenger's own risk.

Disembarkation is also compulsory in an intermediate port which is the end-station of the service, even although the same ship by which the journey has been made continues the journey to the passenger's final destination. If, notwithstanding this, a passenger remains on board with the sanction of the commander, he must pay in cash for his board at the rates mentioned below.

Staying on board by reason of quarantine, political measures of the Government or average.

When passengers, by reason of quarantine or political measures of the Government, are prevented from disembarking at their destination, they have to pay as follows for every day they remain on board:

fl. 4.—	for every	1 st	class	passenger,
" 3.50	"	"	2 nd	" " "
" 1.25	"	"	3 rd	" " "
" 0.50	"	"	4 th	" " "

Children under two years are free. For children from 2 tot 15 years the full charge is payable.

The same compensation is due when the ship, by reason of any average whatsoever, is detained for more than 24 hours in a port and the passengers, with permission of the captain, remain on board.

From private passengers the amount due is collected at once.

Servants.

For servants of private passengers the ordinary tariff is charged.

Servants of passengers are only admitted in the cabin of their master during the time their service is needed; they are not allowed to wait on their master during meals.

Luggage.

Private passengers are allowed free luggage — only containing travelling and personal necessities —:

in the 1st class not exceeding 150 Kgs.,
 " " 2nd " " " 75 " ,
 " " 3rd and 4th class not exceeding 40 Kgs

Children between 2 and 15 years are allowed half these weights of luggage free.

Luggage must be brought on board 24 hours before the departure of the steamer or must be delivered two days before departure at the Agent's office.

Goods must be accompanied by a list, properly filled in.

Transport of the luggage to and from board is at the passenger's expense and risk.

All passengers' luggage must be well packed and marked, in plain characters, and preferably in oil-colour, with the name and destination of the passenger. Trunks, etc. must be securely locked.

The passenger himself is responsible for the consequences of insufficient marking, bad packing or defective locking.

All luggage is stored in the hold, unless marked "for the cabin."

The Company is not responsible for any loss of, or damage to, luggage which has not been entrusted to the care of the officers concerned.

There is no charge for cabin-luggage and deck-chairs, and these are not included in the free luggage allowed to every passenger but no receipt is given for this kind of luggage.

Cabin-luggage is only allowed to consist of hand-bags or other small parcels; it may not occupy any room belonging to fellow-passengers or be of any hindrance to these. Big trunks, or boxes, as well as fruit, are not allowed in the cabins.

The luggage not intended for the cabin, if necessary, is measured or weighed by the Agents or on board, to ascertain the overweight; for this luggage the passenger always receives a voucher.

For luggage exceeding the free quantity allowed, (for which timely booking is necessary) overweight is charged according to tariff.

Passengers must inform the officer concerned in good time, which articles, mentioned on the luggage-voucher, they wish to receive at once and which are to be delivered later ashore.

All luggage which has been delivered back on board is at once crossed out on the luggage-voucher on the back of which a receipt for such luggage is given.

When luggage, recorded on the luggage-voucher, is missing, the passengers must inform the Captain or the Agent by letter, as soon as possible, when investigation will be made at once.

Gold- and silverware etc. Luggage of private passengers is only allowed to contain their travelling and personal necessities, and the Company is therefore in no case responsible for gold- and silverware, coin, banknotes, jewels, securities and other valuables; these must be declared at the Agent's office, according to tariff.

Dangerous goods. Passengers are not allowed to take with them gunpowder or any other dangerous or inflammable goods, without declaring them at the Agent's office in good time and obtaining the necessary permit.

When infringement of this regulation is discovered, the dangerous goods are removed and the passenger is fined £ 500.— (= £ 42 or \$ 200) irrespective of his responsibility for any damage and loss caused by the infringement.

Responsibility for damage or injury sustained. Passengers cannot claim damages for changes in the services, delay, or departure from the usual course, incurred no matter for what reason or to what extent, nor for the perils of the sea, the consequences of *force majeure*, tort, or quarantine, nor for any act of neglect in the handling of the ship on the part of the pilot or the crew. With regard to passengers' luggage and effects the ordinary conditions of the company's B/L apply.

Insurance of luggage and cargo.

Passengers and shippers can insure luggage and cargo, at a reasonable tariff with all Agents, and, in places where no Agents are established, with the Captain.

Conditions of insurance may be had from the Agents and the Captains

Through-tickets for passengers from Amsterdam or Genoa to Rotterdam or Marseilles to ports in the Indian Archipelago may be obtained at the offices, and from the Agents of the steamship companies "Nederland" and "Rotterdamsche Lloyd" and, *vice versa* tickets to Genoa and Amsterdam from the Agents of the Royal Packet Company

Cargo is accepted on **direct through B/L** from and to Indian ports, and thence to Europe and New York



TABLE OF FARES.

Table of Fares in Guilders.

SERVICES No. 1 and A.

Batavia.										1st class.										Batavia.										SERVICE T									
15	Telok-Betong										9	Anjer.										These fares are from quay to quay.																	
88	19	Kroë								13	5	Kalianda.																											
36	22	5	Buntolan							15	7	5	Telok-Betong																										
40	25	—	—	Engano						—	17	13	10	Somaangka (*).																									
48	29	10	6	—	Manna					10 1 Anjer.																													
48	85	18	18	13	8	Benkoelen																																	
65	52	96	81	—	23	18	Indrapoera																																
74	61	46	41	41	93	28	10	Padang																															
134	122	108	—	104	—	93	—	68	Oelef-Lhoué																														
136	125	111	—	107	—	96	—	71	5	Sabang																													
—	—	—	—	—	—	—	—	—	5	Oelef-Lhoué																													
144	182	119	—	115	—	104	—	80	—	10	6	Sigli																											
171	140	127	—	123	—	112	—	88	—	19	15	9	Lho-Semawé																										
175	144	181	—	127	—	117	—	93	—	25	22	15	7	Idi																									
199	158	146	—	142	—	132	—	110	—	41	41	35	25	20	Ponang																								

These fares are from quay to quay.

Batavia.

Second class.

Third class = one-fifth of the first-class fare but no 3rd class tickets for private passengers are issued on Service T.

24	15	—	—	Engano					Batavia														
26	17	6	4	—	Manna					5	Anjer.					These fares are from quay to quay.							
29	21	11	6	8	5	Benkoelen					8	3	Kahanda										
30	31	22	19	—	16	11	Indrapoera					9	4	3	Telok-Botong								
44	37	28	25	25	22	17	6	Padang.					—	10	6	6	Semaangka (*)						
80	73	65	—	62	—	56	—	41	Oele Lhoué					6 Anjer.									
82	75	67	—	64	—	58	—	43	3	Sabang													
—	—	—	—	—	—	—	—	—	3	Oele Lhoué													
86	79	71	—	69	—	62	—	48	—	6	4	Sigli											
91	84	76	—	74	—	67	—	53	—	11	9	5	Lho Semawé.										
98	88	79	—	70	—	70	—	56	—	15	12	9	4	Idi.									
101	95	83	—	85	—	79	—	66	—	25	25	21	15	12	Ponang.								

These fares are from quay to quay.

(*) No return-tickets are issued to or from Semaangka, nor are through-tickets issued between Semaangka and Batavia and vice-versa.

Table of Fares in Guilders.

SERVICES No. 1 and A.

4th class.

SERVICE T.

Batavia											Batavia.																		
2.1	Telok-Betong.										1.5	Anjer.																	
4.6	2.5	Krod.									2 - 1.25	Kallanda. (*)																	
5.-	3.1	0.8	Buntolan.								2.81.75	1.2	Telok-Betong																
5.5	3.5	-	-	Engano.							-	3.58.-	2.-	Semangka. (+)															
5.9	4.-	1.5	0.8	-	Manna						3.- Anjer.																		
6.7	4.8	2.5	1.8	1.9	1.1	Benkoelen					3.5 Kallanda.																		
8.9	7.1	5.-	4.8	-	3.6	2.5	Indrapoern				4.- Telok-Betong																		
10.1	8.4	6.8	5.6	3.7	5.-	3.9	1.5	Padang																					
17.6	16.2	14.5	-	14	-	12.6	-	9.8	Oelck-Lheue.																				
17.9	16.5	14.9	-	14.3	-	12.9	-	9.7	0.6	Sabang																			
-	-	-	-	-	-	-	-	-	-	0.6	Oelck-Lheue																		
18.8	17.5	15.4	-	15.3	-	14	-	10.9	-	1.4	0.9	Sigh																	
19.6	18.3	16.7	-	16.5	-	15.-	-	11.9	-	2.7	2.2	1.3	Lho-Semau																
20.1	18.8	17.3	-	16.4	-	15.5	-	12.0	-	3.5	3.-	2.1	0.8	Id															
21.7	20.5	19.1	-	19.7	-	17.4	-	14.2	-	4.5	1.5	3.7	4.5	2.7	Poung														

(*) These fares are from quay to quay. No rations are supplied to deck passengers, but drinking-water and hot water *ad lib*.

(+) No through tickets are sent between Semangka and Batavia or vice-versa.

SERVICE No. 2.

First class.

Padang.

3 Prismau.

14 10 Ajer-Bangis.

20 17 7 Natal.

30 26 16 10 Siboga

34 30 20 14 5 Baroa.

42 38 24 22 12 8 Gemoeng Siboh

48 45 35 30 20 15 8 Singkel.

56 54 45 30 20 22 17 10 Taja Toman

67 64 55 40 40 35 28 21 11 Mentakoh

75 72 68 57 48 44 35 29 19 8 Poeh Raja

88 86 71 65 56 52 44 37 28 17 0 Oelck-Lheue & Sabang.

115 112 104 94 80 67 59 53 64 54 46 41 Poung

162 149 141 127 120 123 119 113 105 95 88 77 42 Singapore

The fare Oelck-Lheue Sabang

18 f 5.—.

Third class = one-fifth of first-class.

Table of Fares in Guilders.

SERVICE No. 2.

2nd class.

Padang			
3 -	Priaman		
8 - 6.-	Ajer Bangis	The fare Oelée-Lheuë Sabang	
12 - 10.-	Natal	is f 8.—.	
18.- 16 - 10 -	6 - Siboga		
30 - 18 - 12.-	8 - 8 - Baros.		
35 - 28 - 17 - 13 -	7 - 5 - Goenoeng-Sitoli		
39 - 27 - 21.-	17 - 12 - 9 - 5.- Singkel		
35 - 33 - 27 - 23 - 17 - 15 - 10 -	6 - Tapa-Toran		
40 - 38 - 33 - 29 - 24 - 22 - 17 - 13 -	7 - Meulaboh		
17 - 43 - 38 - 34 - 29 - 26 - 22 - 17 - 11 -	5 - Poelo Raja.		
50 - 48 - 43 - 39 - 34 - 31 - 26 - 22 - 17 - 10 -	6 - Oelée Lheuë & Sabang.		
60 - 57 - 52 - 49 - 34 - 33 - 27 - 24 - 20 - 15 -	25 - Penang		
60 - 58 - 53 - 49 - 35 - 33 - 28 - 25 - 21 -	Singapore		

4th class.

Padang			
0 6	Priaman		
1 0 1 -	Ajer Bangis	The fare Oelée-Lheuë-Sabang	
2 8 2 3 0 6	Natal	is f 0.60.	
4 1 3 7 2 3 1 4	Siboga		
4 6 4 2 2 8 1 0 0 6	Baros.		
5 7 5 3 4 3 3 1 1 7 1 2	Goenoeng-Sitoli		
6 7 6 2 4 9 4 1 2 7 2 2 1 -	Singkel		
7 9 7 5 0 2 5 3 4 1 3 3 3 4 1 4	Tapa-Toran		
9 2 8 4 7 5 6 7 3 5 5 - 8 - 2 9 1 5	Meulaboh		
10 2 9 4 4 3 7 8 6 5 6 - 5 - 4 - 2 7 1 2	Poelo Raja.		
11 2 10 8 9 8 8 8 7 6 7 2 6 1 5 2 8 6 2 4 1 2	Oelée-Lheuë & Sabang		
15 3 13.- 13 9 13 2 12 1 11 7 10 6 9 7 4 3 6 9 5 7 4 5	Penang		
19 2 13 8 17 6 13 8 15 6 15 2 14 1 13 2 11 8 10 4 9 2 8 - 3 4	Singapore		

Table of Fares in Guilders.

SERVICE C.

1st class.

Padang.

21	Poeloe-Tello.			
30	14	Siboga.		
34	18	5	Baros.	
42	26	12	8	Goenoeng Sitoli.
48	34	20	15	8 Singkel
60	46	32	28	20 13 Simabang bay (Simenloe)
68	58	40	36	28 21 8 Tapa Toean
77	68	50	47	39 30 19 11 Mentahoh
85	71	58	54	47 38 27 19 8 Poelo Raja
92	79	67	68	53 46 36 28 17 9 Satang & Oeloe Lhoue
115	111	90	87	85 80 71 64 54 46 41 Penang
152	148	120	123	123 112 105 96 88 77 42 Singapore

The fare Sabang-Oeloe-Lhoue is

1st class	/ 5.—
2nd	" " 3.—
3rd	" " 1.—
4th	" " 0.60

Padang

13 Poeloe-Tello

2nd class

18 4 Siboga

20 11 3 Baros

25 16 7 5 Goenoeng Sitoli

29 20 12 8 5 Singkel

36 27 19 17 12 8 Simabang bay (Simenloe)

41 32 24 22 17 13 5 Tapa Toean

46 37 30 28 23 18 11 7 Mentahoh

51 42 35 32 28 23 16 11 9 Poelo Raja

55 47 40 37 33 28 22 17 16 6 Satang & Oeloe Lhoue

62 57 54 52 41 39 33 28 27 10 Penang

90 98 75 76 72 70 64 59 53 49 46 21 Singapore

4th class.

Padang

2.9 Poeloe-Tello

4.1 2 - Siboga

4.6 2.5 0.6 Baros

5.7 3.7 1.7 1.2 Goenoeng Sitoli

6.7 4.6 2.7 2.2 1 - Singkel

8.2 6.3 4.4 3.9 2.8 1.5 Simabang bay (Simenloe)

9.3 7.3 5.5 5 - 3.9 2.9 1.2 Tapa Toean

10.5 8.7, 6.9 6.4, 5.8 4.1 2.7 1.5 Mentahoh

11.5 9.7 7.9 7.5 6.2 5.2 3.8 2.7 1.2 Poelo Raja

12.5 10.7 9.1 8.5 7.5 6.4 5. - 3.8 2.4 1.2 Satang & Oeloe Lhoue

15.3 14.2 12.1 11.7 11.4 10.9 9.5 8.3 6.9 5.7 4.6 Penang

19.2 17.4 15.6 15.2 15. - 14.4 13. - 11.9 10.4 9.2 8. - 5.6 Singapore.

3rd class one-fifth of the 1st cl. fare.

Table of Fares in Guilders.

SERVICE B.

1st class.				2nd class.			
Penang				Penang.			
14		Belawan-Deli		8	Belawan-Deli.		
24	10	Bajan & Langsa		14	6	Bajan & Langsa.	
29	15	5	Idi.	17	9	3	Idi.
35	21	11	5 Lho Seumawe	21	18	7	4 Lho Seumawe.
40	45	35	50 25 Penang	26	27	21	18 15 Penang.

3rd class.				4th class.			
Penang				Penang			
19	Belawan-Deli			35	Belawan-Deli.		
55	2	Bajan & Langsa		4	15	Bajan & Langsa.	
58	3	1	Idi.	44	21	0.5	Idi.
7	42	2.2	1.2 Lho Seumawe	52	29	15	0.5 Lho Seumawe.
12	9	7	6 5 Penang.	83	62	48	42 3.4 Penang.

On this service no return tickets are issued. First class passengers are allowed to take one servant free of charge from Penang to Deli

BATAVIA--PELABOEHAN-RATOE WINKLOPSBAY.

1st class	f 27.—
2nd "	" 16.—
3rd "	" 5.40
4th "	" 3.80

SERVICE D.

1st class.		2nd class.		4th class.	
Batavia		Batavia.		Batavia.	
27	Tandjong-Pandan	16	Tandjong Pandan.	3.7	Tandjong-Pandan.
63	12 Singapore	38	25 Singapore.	5.6	5.8 Singapore.
29	Muntok	17	Muntok.	4.1	Muntok.

3rd class fare = one-fifth of 1st class.

Table of Fares in Guilders.

SERVICES No. 4 and E.

Batavia.									
28	Toboa			1st class.					
30	Menggala								
35	13	Muntok							
44	23	47	9	Palembang.					
67	46	88		35	Moeara-Saba				
70	49	86		28	5	Simpang			
75	54	42		34	9	6	Djambi		

Batavia.									
14	Toboa			2nd class.					
19	Menggala								
21	8	Muntok							
26	18	24	5	Palembang					
40	28	20		15	Moeara Saba.				
42	29	22		17	8	Simpang.			
45	32	25		20	5	4	Djambi		

Batavia									
33	Toboa			4th class.					
48	Menggala								
49	19	Muntok							
65	31	50	12	Palembang					
91	63	40		34	Moeara Saba				
95	67	55		8	0	6	Simpang		
102	75	58		40	13	0	8	Djambi	

3rd class fare = one fifth of first class.

SERVICE S.

The rates for this service may be calculated by adding together the fares for services 4 or E. and G.

SERVICES Nos. 5, F, 5 (coast) and P (coast)

1st class.

Batavin									
95		Muntok							
59	25	Riouw							
108	72	49	Belawan Deli						
118	88	61	19	Assan (Tandjong Baten)					
120	91	69	22	9	Panch (Laberan Blik)				
138	109	64	43	31	22	Bengkalis			
143	115	95	50	38	29	7	Siak		
149	121	101	57	45	35	14	7	Palan Baroo	
-	-	-	-	-	-	-	-	7	Siak
-	-	-	-	-	-	-	-	14	7
-	-	-	-	-	-	-	-	Bengkalis	
-	-	-	71	60	62	-	-	31	24
-	-	-	-	-	-	-	-	16	Singapore

Table of Fares in Guilders.

SERVICES Nos. 5, F, 5 (coast), and F (coast).

2nd class.

Batavia.

21 Muntok.

35 15 Rieuw

62 43 29 Belawan-Deh

68 50 37 8 Asahan (Tandjong-Balen)

72 55 11 13 5 Panoh (Laboan Bihik)

83 65 53 25 19 13 Bengkalis

90 69 57 30 23 17 4 Siak

99 73 61 31 20 21 8 Pakan Baroe

- - - - - 4 Siak

- - - - - 8 4 Bengkalis

- - - 43 36 31 - - 19 14 10 Singapore

4th class.

Batavia

40 Muntok

51 35 Rieuw

106 98 67 Belawan-Deh

124 112 83 18 Asahan (Tandjong-Balen)

136 122 94 30 12 Panoh (Laboan Bihik)

167 116 119 59 43 31 Bengkalis

174 135 127 68 62 41 10 Siak

184 161 135 75 62 50 20 10 Pakan Baroe

- - - - - 10 Siak

- - - - - 20 10 Bengkalis

- - - 97 82 71 - - 43 33 23 Singapore

3rd class fares = one fifth of first class, the fares from Siak to Singapore and from Bengkalis to Singapore being f 5.—

Table of Fares in Guilders.

SERVICE R.

1st class.

Sabang.				
10	Sigh.			
19	9	Lho-Seumawe.		
25	16	6	Idi.	
26	20	11	5	Bajan and Langsa
33	26	21	15	10 Belawan Deli

2nd class.

Sabang.				
6	Sigh.			
11	5	Lho-Seumawe.		
15	9	4	Idi.	
16	13	7	3	Bajan and Langsa
20	16	13	9	6 Belawan Deli.

4th class.

Sabang.				
1.4	Sigh.			
2.7	1.3	Lho-Seumawe		
3.5	2.1	0.5	Idi.	
3.7	2.8	1.5	0.7	Bajan and Langsa
4.5	3.7	2.9	2.1	1.5 Belawan Deli

Table of Fares in Guilders.

SERVICES No. 6 and P.

1st class.					2nd class.				
Batavia.					Batavia.				
27	Tandjong-Pandan.				16	Tandjong-Pandan.			
58	27	Pontianak.			82	16	Pontianak.		
62	38	40	Singkawang.		87	22	6	Singkawang.	
64	40	18	5	Pemangkat.	38	23	8	3	Pemangkat.
67	42	16	6	5 Sambas.	40	25	9	4	3 Sambas.
-	-	55	46	40 40 Singapore.	-	-	53	28	24 24 Singapore.

4th class.

Batavia	
3.7 Tandjong-Pandan	
7.2 3.7 Pontianak	
5.4 5 - 1.4 Singkawang.	
8.8 6.1 1.5 0.6 Penangkat	
9.1 7.8 2.2 0.8 0.6 Sambas	
- - 7.2 6.3 5.5 5.5 Singapore.	

The direct fare from Singkawang to Singapore by the steamer running on service P is as follows:

1st class	f 38.-
2nd	" " 28.-
4th	" " 5.20

3rd class - 1/5th of the 1st class fare.

SERVICE O

1st class.		2nd class.	
Palembang		Palembang.	
25	Mocara Enim	15	Mocara-Enim.
15	- Selajoe	9	- Selajoe
10	- 15 Lakitan.	18	- 9 Lakitan.
35	- 20 5 Mocara Klingi	21	- 12 3 Mocara-Klingi

4th class.

Palembang

3	-	Mocara-Euim.
15	-	Sekajoe.
25	-	1.- Lakitan.
3.	-	15 0.0 Mocara-Klingt.

No third class tickets for private passengers are issued on this journey.

Table of Fares in Guilders.

SERVICE V.

1st class.

UP STREAM	DOWN STREAM
Pontianak	Sintang
20.- Tajan	5.- Belitong.
30.- 10.- Sanggau	10.- 5.- Sekadau
40.- 20.- 10.- Sekadau	15.- 10.- 5.- Sanggau
50.- 30.- 20.- 10.- Belitong	20.- 15.- 10.- 5.- Tajan
60.- 40.- 30.- 20.- 10.- Sintang	25.- 20.- 15.- 10.- Pontianak

2nd class.

UP-STREAM	DOWN STREAM
Pontianak.	Sintang
10.- Tajan	2 5 Belitong
15.- 5.- Sanggau	5.- 2 5 Sekadau
20.- 10.- 5.- Sekadau	7 5 5.- 2 5 Sanggau
25.- 15.- 10.- 5.- Belitong	10.- 7 5 5.- 2 5 Tajan
30.- 20.- 15.- 10.- 5.- Sintang	15.- 12 5 10.- 7 5 5.- Pontianak

4th class

UP-STREAM	DOWN STREAM
Pontianak	Sintang
2.1 Tajan.	0 7 Belitong
2 8 1.4 Sanggau	1 1 0 7 Sekadau
3.5 2.1 1.4 Sekadau	1 8 1.1 0 7 Sanggau
4.2 3 5 2.1 1.4 Belitong	2 1 1 8 1.1 0 7 Tajan
5.7 4 2 3 5 2.1 1.4 Sintang	2.8 2 1 1 8 1.4 1.1 Pontianak

No third class tickets are issued on this journey.

Table of Fares in Guilders.

SERVICE N

1st class.

UP-STREAM.										DOWN-STREAM									
Bandjermasin.										Poeroek-Tjahoe.									
0	Marabahan.									10	Mocara Teweh.								
18	7	Negara.								28	18	Boentok.							
18	10	5	Beberik.							25	15	5	Amoental.						
33	17	10	7	Amoental.						21	19	6	5	Beberik.					
26	20	13	10	5	Boentok.					31	21	8	6	5	Negara.				
45	39	32	29	22	19	Mocara Teweh.				36	26	13	11	7	5	Marabahan.			
60	54	47	44	37	34	15	Poeroek-Tjahoe.			40	30	15	13	11	9	4	Bandjerna		

2nd class.

UP-STREAM										DOWN-STREAM.									
Bandjermasin.										Poeroek-Tjahoe.									
4	Marabahan									6	Mocara Teweh.								
4	4	Negara.								14	9	Boentok.							
10	6	3	Beberik.							15	9	3	Amoental						
14	10	6	4	Amoental						17	11	4	3	Beberik.					
16	12	8	6	3	Boentok					19	13	5	4	3	Negara				
27	23	19	17	14	11	Mocara Teweh				22	16	5	7	4	3	Marabahan.			
36	32	28	26	22	20	9	Poeroek Tjahoe.			24	18	10	9	6	5	3	Bandjerna		

4th class.

UP-STREAM.										DOWN-STREAM.									
Bandjermasin.										Poeroek-Tjahoe.									
1.-	Marabahan.									3.-	Mocara Teweh.								
2.-	1.-	Negara.								4.5	2.-	Boentok							
2.5	1.5	1.-	Beberik							5.-	2.5	1.-	Amoental.						
3.5	2.5	1.5	1.-	Amoental						5.5	3.-	1.5	1.-	Beberik.					
4.-	3.-	2.-	1.5	1.-	Boentok					6.-	3.5	2.-	1.5	1.-	Negara.				
7.-	6.-	5.-	4.5	3.5	3.-	Mocara Teweh.				6.5	4.-	2.5	2.-	1.5	1.-	Marabahan.			
11	10.-	9.-	8.5	7.5	7.-	4.-	Poeroek-Tjahoe			7.5	5.-	3.-	2.5	2.-	1.5	1.-	Bandjerna		

No third-class tickets are issued on this journey.

Table of Fares in Guilders.

SERVICE G.

Singapore. Batavia.	1st class.				Singapore. Batavia.	2nd class.			
20 18	Cheribon.				47 11	Cheribon			
28 28	5	Tegal			50 14	3	Tegal		
27 27	9	5	Pekalongan.		52 10	5	3	Pekalongan.	
28 84	16	11	7	Semarang.	56 20	10	7	5	Semarang.
104 46	31	26	21	15 Soerabaja.	62 22	10	16	13	9 Soerabaja
				88 Singapore direct.					53 Singapore direct

Third-class fare = one fifth of first-class except between Semarang and Soerabaja, where it is f 5.—

Singapore. Batavia.	4th class.			
10 25	Cheribon			
11 31	0	6	Tegal	
11,8 3,8	1	3	0	7 Pekalongan.
12 5	4	6	2	2 16 0,9 Semarang.
13,9 6,4	1	7	4	3,3 7 3 2 Soerabaja
				11 9 Singapore direct

SERVICES Nos. 8 and J.

1st class.

Singapore direct	Singapore, direct	Singapore, direct	Singapore, direct	Singapore, direct	Singapore, direct	Singapore, direct	Singapore, direct	Singapore, direct	Singapore, direct
20	—	—	—	—	—	—	—	—	—
115	92	39	26	Sangkajene (Bawean).					
104	112	55	48	24	Bandjermasin				
145	124	66	63	86	15	Kota-Baroe			
147	125	70	64	40	17	10	Pasir		
156	126	92	78	52	30	24	14	Bakik Papan.	
157	127	98	77	53	31	25	15	6	Moera-Hjawa.
172	152	101	95	73	51	45	15	23	21 Samarinda.
195	166	116	111	80	68	63	53	41	87 30 Donggala.
194	170	121	116	94	74	68	58	46	45 86 Berouw
195	175	126	121	99	79	73	63	61	50 41 Boelongan
									Tarakan.

If Berouw or Boelongan is touched between Samarinda and Donggala the fare to or from Donggala equals that to or from Tarakan.

The fare from Sumpit to Singapore f 87.—

Table of Fares in Guilders.

SERVICES Nos. 8 and J.

Singapore
direct.
Singapore
direct. Bencabaja
Singapore
direct.
Bandjermasin.
Soerabaja

2nd class.

50	—	—	6	Sangkapoera (Bawean)				The fare from Samput Singapore is f 52 —						
• 60	55	20	16	Bandjermasin										
80	67	83	29	14	Kota-Baroe.									
87	74	41	30	28	9	Pasir								
88	75	42	38	24	10	6	Balik Papan							
94	51	49	46	31	18	14	8	Mocara Diawa						
94	52	50	46	32	18	15	9	3	Samarinda					
104	91	61	57	44	31	27	21	14	13	Donggal				
111	100	70	67	55	41	38	32	25	23	18	Berouw			
113	102	73	70	56	41	41	35	28	27	22	Boelangan			
116	105	76	73	59	47	42	38	31	30	25	Tarakan			

Singapore
direct.
Singapore
direct. Soerabaja
Singapore
direct.
Bandjermasin
Soerabaja

4th class.

10	—	—	1	Sangkapoera (Bawean)		The fare from Samput to Singapore is f 10 —.	
12	6	10	4	1	9	Bandjermasin	
13	12	17	6	7	3	Kota Baroe	
17	6	15	8	4	5	24	Pasir
18	6	15	8	7	5	23	15 Balik Papan
19	6	17	11	10	5	7	24 13 Mocara Diawa
19	6	17	11	10	5	7	24 13 Samarinda
21	6	19	13	6	12	8	9 7 6 2 4 9 3 1 2 9 Donggal
23	4	21	15	5	11	8	12 9 8 5 5 7 3 10 5 4 4 2 Berouw
23	8	21	8	16	15	4	12 7 10 9 3 8 6 4 6 2 5 Boelangan
24	8	22	8	17	16	4	13 7 11 10 8 9 7 4 7 2 6 Tarakan

3rd class = 1 5th of the 1st Class fare.

If Berouw or Boelangan is touched between Samarinda and Donggal the fare to or from Donggal equals that to or from Tarakan

Table of Fares in Guilders.

SERVICE H

Soerabaya.		Soerabaya.		Soerabaya.	
11.	Soemenap 1st class.	7	Soemenap. 2nd class.	1.6	Soemenap. 4th. class.
33 31	Bandjermasin.	20 19	Bandjermasin	4.5 4.8	Bandjermasin.

3rd class fare = $\frac{1}{5}$ th of the 1st class

SOERABAJA—BANJOEWANGI—BOELELENG—AMPENAN—MAKASSAR.

1st class.	2nd class.	4th class.
Soerabaya.	Soerabaya.	Soerabaya.
18 1 Banjoewangi	11 Banjoewangi	2.5 Banjoewangi.
20 6 Boelaleng.	12 4 Boelaleng.	2.7 0.8 Boelaleng.
23 15 9 Ampenan	17 9 5 Ampenan.	3.0 2.1 1.2 Ampenan
28 50 45 30 Macassar	34 30 27 22 Macassar	5.6 6.0 4.2 3.- Macassar

3rd class fare = $\frac{1}{5}$ th of the 1st class.

SERVICE W.

1st class.

Macassar.														
2	Pare-Pare.													
10	7	Madjene (Mandar).												
41	35	30	Donggala.											
63	54	52	21	Samarinda.										
94	90	84	61	30	Berouw.									
106	99	93	67	45	18	Bolongan.								
131	124	118	94	73	46	31	Toll-Toll.							
185	128	123	98	78	53	36	12	Danipelas.						
—	—	—	86	73	53	36	22	9	Donggala.					
—	—	—	—	84	59	42	28	15	6	Pasang-Kajoe.				
—	—	—	—	89	65	46	35	22	13	7	Karawa.			
—	—	—	—	95	71	55	42	39	29	14	7	Memoedjoe.		
—	—	42	—	104	80	64	51	58	30	24	17	10	Madjene.	
—	153	—	—	109	86	70	55	45	35	30	24	17	7	Pare-Pare.
108	—	—	—	117	94	78	62	53	41	39	33	26	16	9, Macassar.

Table of Fares in Guilders. SERVICE W

Macassar										
5	Pare-Pare									
10	4	Madjene								
25	21	18	Donggala.							
38	32	31	18	Samarinda.						
50	54	59	58	29	Berouw					
61	59	66	40	27	11	Boelangan				
70	74	71	76	44	29	19	Toli Toli			
81	77	74	59	47	32	22	7	Dampelas		
—	—	—	59	47	32	22	19	5	Donggala	
—	—	—	—	70	35	25	17	9	4	Pasang Kajoe
—	—	—	—	55	39	29	21	19	8	Karossa.
—	—	—	—	57	43	33	25	17	12	4 Mamoechee
—	—	55	—	62	18	38	31	23	18	10 6 Madjene
—	—	62	—	65	62	42	35	27	21	18 14 10 4 Pare-Pare
100	—	—	—	70	65	47	37	32	25	23 20 16 10 5 Macassar

Macassar										
11	Pare-Pare									
13	14	Madjene								
17	18	11	Donggala							
20	21	22	29	Samarinda						
23	24	25	34	Berouw						
26	27	28	37	6	2	2	Boelangan			
29	30	31	40	9	9	6	4	Toli Toli		
32	33	34	43	12	12	9	7	Dampelas		
—	—	—	15	20	6	7	15	11	12	Donggala
—	—	—	—	11	13	11	15	19	21	0 9 Pasang Kajoe
—	—	—	—	12	15	13	18	23	25	0 9 Karossa
—	—	—	—	12	15	13	18	23	25	1 1 Mamoechee
—	—	18	7	18	19	17	22	28	31	14 Madjene
—	10	0	—	14	16	14	19	24	28	33 24 1 Pare-Pare
21	4	—	—	15	17	15	20	25	29	33 28 13 Macassar.

Return tickets are issued only between MACASSAR and DONGGALA.

3rd class fare = 1/5th of the 1st class.

SERVICES Nos. 9, K. and M.

SERVICES Nos. 9, K. and M.

1st class.

SERVICE K.

Nenado.

	Sinoe.	7	18	29	13	Taroena.														
	Taroena.	7	18	29	13	Laroeng.														
	Peta.	5	11	22	39	23	10	Peta.												
Menado.	19	26	30	41	42	26	14	5	Taroena.											
					49	33	21	11	7	Sinoe.										
					59	44	32	23	18	11	Menadu.									

Menado.

16 Totok

SERVICE M.

18 5 Kot J. B. et al.

20 15 10 Gorontalo,

34 35 37 22 POSSU.

35 48 41 28 6 Todio

62 50 44 34 12 9 Boenke

72 60 58 44 33 20 11 Огня-Огня

77	65	63	49	25	21	16	5	Walsh
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82 71' 09" 54 34 31 22 11 9 Orientale

35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 Kota Bharu.

97	86	54	71	30	45	39	29	28	14	6	Total
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11	101	20	40	60	80	55	45	35	25	20	Terminate
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29	110	115	105	86	81	76	66	64	50	49	42	23	Months
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During the voyage from Manado to the Sangi and Talaut Islands, (Service K, and during the voyage from Gorontalo to Tomini Bay, (Service N, V and M,) passengers whose destinations are beyond these points must remain behind, and must stay ashore at their own expense. The cost of passenger tickets from or to places situated between Soutabaja and Manado, or from places on the Sangi and Talaut Islands, as well as to or from ports on Service K beyond Manado may be calculated by adding together the rates via Manado. But if, on Service M, the steamer calls at Manado, Gorontalo and Ternate in the course of the scheme of the service, and in the order or reverse order in which they are named above, the charge to or from these three ports is calculated according to the tariff of Services No. V and K.

The cost of a round-trip ticket on Service K, is arrived at by adding the rate Manado-Manado (Service K) to the round trip rate of Service No. 9.

The cost of a round-trip ticket on Service M is arrived at by adding the rate Menado-Menado (Service M) to the price of a return ticket to Menado.

Private passengers by the steamer on Service B who take part in the voyage through Tomini Bay must pay the rate Gorontalo-Gorontalo (Service B) as excess, unless the commanding officer considers that there are valid reasons for charging them only for their board according to the tariff on p. 280.

Table of Fares in Guilders.

SERVICES Nos. 9, K and M.

1st class.

		SERVICE 9.	
		Coronatio	
63	Macassar	11	Seputana
71	Pura Pura	22	Passe
97	Halik-Papan	29	19 7 Panga.
100	24 Dongkaha	49	29 17 10 Tomon.
118	65 45 52 Tola Foh	44	55 23 15 5 Mochong.
125	71 64 34 42 10 Bencol	51	48 37 40 20 15 Coronatio.
130	74 68 50 96 14 1 Pateleh		
133	70 73 68 41 19 9 5 Saemalata		
135	82 76 86 41 23 13 8 5 Keraudang		
143	10 85 75 50 33 21 18 14 10 Belahang		
147	95 90 70 58 37 57 27 18 15 5 Amurang		
151	101 93 84 53 42 38 28 24 20 10 5 Manado		
156	102 98 72 52 39 39 34 11 21 16 11 Kema		
162	112 105 97 77 57 48 46 30 25 21 10 5 Total (Service 9 and A).		
172	124 118 100 80 70 61 57 58 49 40 35 30 22 14 Giuntalo (Service 9 and K).		
185	131 125 107 118 100 92 88 84 81 72 68 68 55 50 35 Teinai (Service 9 and K).		
200	163 178 150 162 116 106 103 91 88 86 84 70 71 67 51 18 Batjan.		
216	177 173 165 145 131 14 130 116 113 105 101 97 80 85 70 58 23 Boetoe		
223	180 172 156 130 132 128 124 122 114 110 105 98 94 70 48 43 10 Anobolia		
232	185 180 183 167 157 144 141 137 134 127 123 118 111 107 106 98 46 26 16 Bando.		
237	212 205 200 190 186 184 181 175 171 160 154 150 143 138 130 125 118 81 71 Macassar.		
			18 Anobolia (direct to Macassar).

2nd class = one fifth of the first class fare.

Table of Fares in Guilders.

SERVICE Nos 9, K and M.

2nd class.

SERVICE K.

Menado.									
	Sinac.	7	10	Tarona.					
	Tarona.	4	11	17	8	Liroeng.			
	Peta	8	7	13	23	14	6	Peta.	
Menado	11	14	18	25	25	16	8	8	Tarona.
					29	20	13	7	4
					35	26	19	13	11
								7	Menado

Menado.									
10	Totok.								
11	3	Kota-Bornu							
15	11	10	Gorontalo.						
31	21	22	13	Pasa					
33	26	25	16	3	Tolito				
37	30	29	20	7	5	Boonua.			
41	35	35	20	14	12	7	Gennatona		
46	39	38	29	17	15	10	3	Wahai.	
49	43	41	36	20	18	13	5	Gorontalo	
57	50	50	41	29	25	22	16	15	10
58	52	50	43	30	29	23	17	16	11
67	61	70	72	40	38	33	27	26	21
77	71	71	63	62	50	46	40	38	34
								25	25
								14	Menado

SERVICE M.

During the voyage from Menado to the Sangi and Talaut Islands, (Service K) and during the voyage from Gorontalo to Tomini Bay, (Services No 9 and M) passengers whose destinations are beyond these points must remain behind, and must stay ashore at their own expense. The cost of passenger tickets from or to places situated between Soerabaya and Menado, to or from places on the Sangi and Talaut Islands as well as to or from ports on Service M beyond Menado, may be calculated by adding together the rates via Menado. But if, on Service M, the steamer calls at Menado, Gorontalo or Ternate in the course of the scheme of the service, and in the order of reverse order in which they are named above, the charge to or from these three ports is calculated according to the tariff of Services No. 9 and K.

The cost of a round-trip ticket on Service K, is arrived at by adding the rate Menado-Menado (Service K) to the round trip rate of Service No. 9.

The cost of a round-trip ticket on Service M is arrived at by adding the rate Menado-Menado (Service M) to the price of a return ticket to Menado.

Private passengers by the steamer on Service 9 who take part in the voyage through Tomini Bay must pay the rate Gorontalo-Gorontalo (Service 9) as excess, unless the commanding officer considers that there are valid reasons for charging them only their board according to the tariff on p. 268.

No second-class return tickets are issued on the service Menado-Sangi- and Talaut Islands.

Table of Fares in Guilders.

SERVICES No. 9, K. and M.

2nd class.

SERVICE B.	
36	Bacassar
49	Paro-Paro
55	19
60	21
71	25
73	27
77	29
80	31
81	33
86	35
88	37
91	39
95	41
97	43
103	45
117	47
124	49
130	51
134	53
136	55
137	57
138	59
139	61
140	63
141	65
142	67
143	69
144	71
145	73
146	75
147	77
148	79
149	81
150	83
151	85
152	87
153	89
154	91
155	93
156	95
157	97
158	99
159	101
160	103
161	105
162	107
163	109
164	111
165	113
166	115
167	117
168	119
169	121
170	123
171	125
172	127
173	129
174	131
175	133
176	135
177	137
178	139
179	141
180	143
181	145
182	147
183	149
184	151
185	153
186	155
187	157
188	159
189	161
190	163
191	165
192	167
193	169
194	171
195	173
196	175
197	177
198	179
199	181
200	183
201	185
202	187
203	189
204	191
205	193
206	195
207	197
208	199
209	201
210	203
211	205
212	207
213	209
214	211
215	213
216	215
217	217
218	219
219	221
220	223
221	225
222	227
223	229
224	231
225	233
226	235
227	237
228	239
229	241
230	243
231	245
232	247
233	249
234	251
235	253
236	255
237	257
238	259
239	261
240	263
241	265
242	267
243	269
244	271
245	273
246	275
247	277
248	279
249	281
250	283
251	285
252	287
253	289
254	291
255	293
256	295
257	297
258	299
259	301
260	303
261	305
262	307
263	309
264	311
265	313
266	315
267	317
268	319
269	321
270	323
271	325
272	327
273	329
274	331
275	333
276	335
277	337
278	339
279	341
280	343
281	3

Table of Fares in Guilders.

SERVICES No. 9, K. and M.

4th class.

SERVICE K.

Menado.

	Siapa.	1.6	2.8	Taroona.	
Taroona.	1.-	2.6	4.1	1.8	Liroeng.
Peta.	0.6	1.6	3.1	5.3	1.4
Menado.	2.7	3.2	4.1	5.6	5.8
				8.7	1.9
				0.6	Taroona
				6.7	4.6
				2.9	1.5
				1.1	1.-
				8.1	6.-
				4.4	8.1
				2.5	1.6
					Menado

Menado.

SERVICE M.

2.2 Totok

2.5 0.6 Kota-Boena.

4.2 2.5 2.2 Gorontalo

7.- 5.4 5.2 3.1 Posso

7.5 5.9 5.7 3.0 0.6 Todjo.

8.5 6.9 6.7 4.6 1.7 1.3 Boenta

9.8 8.2 8.- 6.- 3.1 2.8 1.5 Denakakha

10.4 8.9 8.7 6.7 4.8 3.5 2.3 0.8 Wale

11.1 9.6 9.4 7.5 4.6 4.8 3.1 1.6 1.2 Gorontalo.

12.8 11.4 11.2 9.4 6.7 6.4 5.2 3.7 3.4 2.2 Kota-Boena

13.- 11.5 11.1 9.6 6.9 6.6 5.4 4.- 3.7 2.7 0.6 Totok.

14.9 13.5 13.3 11.6 9.- 8.7 7.6 6.2 5.0 4.8 3.- 2.7 Ternate

17.1 15.4 15.6 14.- 11.6 11.4 10.3 9.- 8.7 7.6 6.- 5.7 3.1 Menado

During the voyage from Menado to the Sangi and Talaut Islands, (Service K) and during the voyage from Gorontalo to Tomini Bay, (Services No 9 and M.) passengers whose destinations are beyond these points must remain behind, and must stay ashore at their own expense. The cost of passenger tickets from or to places situated between Soerabaja and Menado, to or from places on the Sangi and Talaut Islands, as well as to or from ports on Service M beyond Menado, may be calculated by adding together the rates via Menado. But if, on Service M, the steamer calls at Menado, Gorontalo and Ternate in the course of the scheme of the service, and in the order or reverse order in which they are named above, the charge to or from these three ports is calculated according to the tariff of Services No. 9 and K.

The cost of a round-trip ticket on Service K is arrived at by adding the rate Menado-Menado (Service K) to the round trip rate of Service No. 9. The cost of a round-trip ticket on Service M is arrived at by adding the rate Menado-Menado (Service M) to the price of a return ticket to Menado. Private passengers by the steamer on Services who take part in the voyage through Tomini Bay must pay the rate Gorontalo-Gorontalo (Service 9) as excess, unless the commanding officer considers that there are valid reasons for charging them only for their board according to the tariff on p. 250.

No second-class return tickets are issued on the service Menado-Sangi and Talaut-Islands.

Table of Fares in Guilders.

SERVICES Nos. 9, K. and M.

4th class.

Soerabaja.		SERVICE 9.	
8.6	Macassar		
9.7	1.8		
12.1	5.3		
13.4	5.7		
15.6	8.0		
16.6	9.0		
17.8	11.1		
18.7	12.2		
19.1	12.7		
19.6	13.3		
20.5	14.4		
20.9	15.1		
22.1	16.4		
24.5	19.6		
25.6	21.1		
27.1	23.6		
27.7	23.9		
28.8	24.4		
29.1	24.7		
30.2	25.8		
31.3	26.9		
32.4	28.0		
33.5	29.1		
34.6	30.2		
35.7	31.3		
36.8	32.4		
37.9	33.5		
39.0	34.6		
40.1	35.7		
41.2	36.8		
42.3	37.9		
43.4	39.0		
44.5	40.1		
45.6	41.2		
46.7	42.3		
47.8	43.4		
48.9	44.5		
50.0	45.6		
51.1	46.7		
52.2	47.8		
53.3	48.9		
54.4	50.0		
55.5	51.1		
56.6	52.2		
57.7	53.3		
58.8	54.4		
59.9	55.5		
61.0	56.6		
62.1	57.7		
63.2	58.8		
64.3	59.9		
65.4	61.0		
66.5	62.1		
67.6	63.2		
68.7	64.3		
69.8	65.4		
70.9	66.5		
72.0	67.6		
73.1	68.7		
74.2	69.8		
75.3	70.9		
76.4	72.0		
77.5	73.1		
78.6	74.2		
79.7	75.3		
80.8	76.4		
81.9	77.5		
83.0	78.6		
84.1	79.7		
85.2	80.8		
86.3	81.9		
87.4	83.0		
88.5	84.1		
89.6	85.2		
90.7	86.3		
91.8	87.4		
92.9	88.5		
94.0	89.6		
95.1	90.7		
96.2	91.8		
97.3	92.9		
98.4	94.0		
99.5	95.1		
100.6	96.2		
101.7	97.3		
102.8	98.4		
103.9	99.5		
105.0	100.6		
106.1	101.7		
107.2	102.8		
108.3	103.9		
109.4	105.0		
110.5	106.1		
111.6	107.2		
112.7	108.3		
113.8	109.4		
114.9	110.5		
116.0	111.6		
117.1	112.7		
118.2	113.8		
119.3	114.9		
120.4	116.0		
121.5	117.1		
122.6	118.2		
123.7	119.3		
124.8	120.4		
125.9	121.5		
127.0	122.6		
128.1	123.7		
129.2	124.8		
130.3	125.9		
131.4	127.0		
132.5	128.1		
133.6	129.2		
134.7	130.3		
135.8	131.4		
136.9	132.5		
138.0	133.6		
139.1	134.7		
140.2	135.8		
141.3	136.9		
142.4	138.0		
143.5	139.1		
144.6	140.2		
145.7	141.3		
146.8	142.4		
147.9	143.5		
149.0	144.6		
150.1	145.7		
151.2	146.8		
152.3	147.9		
153.4	149.0		
154.5	150.1		
155.6	151.2		
156.7	152.3		
157.8	153.4		
158.9	154.5		
160.0	155.6		
161.1	156.7		
162.2	157.8		
163.3	158.9		
164.4	160.0		
165.5	161.1		
166.6	162.2		
167.7	163.3		
168.8	164.4		
169.9	165.5		
171.0	166.6		
172.1	167.7		
173.2	168.8		
174.3	169.9		
175.4	171.0		
176.5	172.1		
177.6	173.2		
178.7	174.3		
179.8	175.4		
180.9	176.5		
182.0	177.6		
183.1	178.7		
184.2	179.8		
185.3	180.9		
186.4	182.0		
187.5	183.1		
188.6	184.2		
189.7	185.3		
190.8	186.4		
191.9	187.5		
193.0	188.6		
194.1	189.7		
195.2	190.8		
196.3	191.9		
197.4	193.0		
198.5	194.1		
199.6	195.2		
200.7	196.3		
201.8	197.4		
202.9	198.5		
204.0	199.6		
205.1	200.7		
206.2	201.8		
207.3	202.9		
208.4	204.0		
209.5	205.1		
210.6	206.2		
211.7	207.3		
212.8	208.4		
213.9	209.5		
215.0	210.6		
216.1	211.7		
217.2	212.8		
218.3	213.9		
219.4	215.0		
220.5	216.1		
221.6	217.2		
222.7	218.3		
223.8	219.4		
224.9	220.5		
226.0	221.6		
227.1	222.7		
228.2	223.8		
229.3	224.9		
230.4	226.0		
231.5	227.1		
232.6	228.2		
233.7	229.3		
234.8	230.4		
235.9	231.5		
237.0	232.6		
238.1	233.7		
239.2	234.8		
240.3	235.9		
241.4	237.0		
242.5	238.1		
243.6	239.2		
244.7	240.3		
245.8	241.4		
246.9	242.5		
248.0	243.6		
249.1	244.7		
250.2	245.8		
251.3	246.9		
252.4	248.0		
253.5	249.1		
254.6	250.2		
255.7	251.3		
256.8	252.4		
257.9	253.5		
259.0	254.6		
260.1	255.7		
261.2	256.8		
262.3	257.9		
263.4	259.0		
264.5	260.1		
265.6	261.2		
266.7	262.3		
267.8	263.4		
268.9	264.5		
270.0	265.6		
271.1	266.7		
272.2	267.8		
273.3	268.9		
274.4	270.0		
275.5	271.1		
276.6	272.2		
277.7	273.3		
278.8	274.4		
279.9	275.5		
281.0	276.6		
282.1	277.7		
283.2	278.8		
284.3	279.9		
285.4	281.0		
286.5	282.1		
287.6	283.2		
288.7	284.3		
289.8	285.4		
290.9	286.5		
292.0	287.6		
293.1	288.7		
294.2	289.8		
295.3	290.9		
296.4	292.0		
297.5	293.1		
298.6	294.2		
299.7	295.3		
300.8	296.4		
301.9	297.5		
303.0	298.6		
304.1	299.7		
305.2	300.8		
306.3	301.9		
307.4	303.0		
308.5	304.1		
309.6	305.2		
310.7	306.3		
311.8	307.4		
312.9	308.5		
314.0	309.6		
315.1	310.7		
316.2	311.8		
317.3	312.9		
318.4	314.0		
319.5	315.1		
320.6	316.2		
321.7	317.3		
322.8	318.4		
323.9	319.5		
325.0	320.6		
326.1	321.7		
327.2	322.8		
328.3	323.9		
329.4	325.0		
330.5	326.1		
331.6	327.2		
332.7	328.3		
333.8	329.4		
334.9	330.5		
336.0	331.6		
337.1	332.7		
338.2	333.8		
339.3	334.9		
340.4	336.0		
341.5	337.1		
342.6	338.2		
343.7	339.3		
344.8	340.4		
345.9	341.5		
347.0	342.6		
348.1	343.7		
349.2	344.8		
350.3	345.9		
351.4	347.0		
352.5	348.1		
353.6	349.2		
354.7	350.3		
355.8	351.4		
356.9	352.5		
358.0	353.6		
359.1	354.7		
360.2	355.8		
361.3	356.9		
362.4	358.0		
363.5	359.1		
364.6	360.2		
365.7	361.3		
366.8	362.4		
367.9	363.5		
369.0	364.6		
370.1	365.7		
371.2	366.8		
372.3	367.9		
373.4	369.0		
374.5	370.1		
375.6	371.2		
376.7	372.3		
377.8	373.4		
378.9	374.5		
380.0	375.6		
381.1	376.7		
382.2	377.8		
383.3	378.9		
384.4	380.0		
385.5	381.1		
386.6	382.2		
387.7	383.3		
388.8	384.4		
389.9	385.5		
391.0	386.6		
392.1	387.7		
393.2	388.8		
394.3	389.9		
395.4	391.0		
396.5	392.1		
397.6	393.2		
398.7	394.3		
399.8	395.4		
400.9	396.5		
402.0	397.6		
403.1	398.7		
404.2	399.8		
405.3	400.9		
406.4	402.0		
407.5	403.1		

Table of Fares in Guilders.

SERVICE No. 10.

1st class.

Soerabaja.

63	Macassar.			
71	9	Bonthain.		
74	12	5	Boelekomba.	
78	17	7	5	Saleier.
85	25	16	13	9 Sindjai (Balangnipa).
91	32	21	20	15 7 Palima.
101	48	34	32	27 19 12 Paloppo.
126	71	62	60	55 48 41 30 Boeton.
137	84	75	73	69 61 55 44 15 Kendari
144	92	84	81	77 70 63 53 21 9 Salabangka.
146	97	89	87	82 75 67 58 49 16 6 Temboekoe or Losoni

Soerabaja.

34 - Macassar.

43 - 5 - Bonthain.

44 - 7 - 3 - Boelekomba

47 - 10 - 4 - 3 - Saleier.

51 - 1 - 10 - 8 - 6 - Sindjai (Balangnipa)

55 - 1 - 14 - 12 - 9 - 4 - Palima.

61 - 21 - 10 - 19 - 16 - 11 - 7 - Paloppo

72 - 49 - 37 - 36 - 31 - 29 - 25 - 18 - Boeton

82 - 59 - 45 - 44 - 41 - 37 - 33 - 29 - 9 - Kendari.

91 - 55 - 50 - 49 - 46 - 42 - 38 - 32 - 14 - 5 - Salabangka

90 - 58 - 53 - 52 - 49 - 45 - 41 - 35 - 18 - 9 - 4 - Temboekoe or Losoni

Soerabaja.

8.6 Macassar.

9.7 1.8 Bonthain.

10 - 1.7 0.6 Boelekomba.

10.6 2.8 1.- 0.7 Saleier.

11.5 3.5 2.2 1.9 1.2 Sindjai (Balangnipa)

12.3 4.4 3.1 2.8 2.1 1.- Palima.

13.6 5.9 4.7 4.4 3.7 2.6 1.7 Paloppo

16.6 9.6 8.5 8.2 7.6 6.5 5.7 4.1 Boeton.

18.- 11.9 10.2 9.9 9.4 8.4 7.5 6.- 2.1 Kendari.

19.6 12.8 11.5 11.- 10.5 9.5 8.7 7.2 6.8 1.8 Salabangka.

19.3 12.7 12.- 11.7 11.1 10.2 9.4 7.9 6.1 2.1 0.9 Temboekoe or Losoni.

2nd class.

4th class.

3rd class 1/5th of the first class fare.

1st class.

[illegible][illegible]

3rd class = one fifth of the first class fare.

Soerabaja.

Table of Fares in Guilders.

11.2	Timor-Koepong.										SERVICE No. 11.									
13.6	8.1	Timor-Deli.										4th class.								
28.3	15.9	13.6	Morauke.																	
—	—	—	13.6	Timor-Deli.																
—	—	—	14.4	1.—	Atapoepe.															
—	—	—	16.—	8.3	2.2	Timor-Koepong														
—	—	—	18.8	6.5	5.5	3.5	Nangameadi.													
—	—	—	19.9	8.7	7.8	5.8	2.5	Bima.												
—	—	—	21.4	10.9	10.—	8.1	5.—	2.6	Laboean-Badj.											
—	—	—	22.3	12.2	11.4	9.5	6.5	4.2	1.7	Ampanan										
—	—	—	22.9	13.1	12.3	10.6	7.6	5.3	2.9	1.2	Boekleug									
—	—	—	24	8	15.2	14	4	12.8	9.9	7.8	5.5	3.9	2.7	Soerabaja						

SERVICE No. 11a.

1st class.

Soerabaja										Soerabaja																	
Macassar.										11	Soemenap.																
96	25	Bima.								15	10	Bangewang.															
95	65	10	Laboean-Badjoe								20	16	6	Bondeleug													
111	54	30	20	Macemeri.							28	25	15	9	Ampanan												
119	63	39	29	10	Larentoka						40	36	26	21	12	Laboean Badji											
120	76	53	43	25	15	Timor-Koepong					47	43	34	28	19	8	Sumbawa										
142	90	67	68	40	10	16	Atapoepe				70	56	47	41	33	21	14	Bima									
143	96	74	65	47	37	23	7	Timor-Deli			82	70	70	65	57	36	29	25	Macassar.								
157	106	84	75	58	48	35	19	12	Alor																		
									Timor-Koepong																		
172	124	104	95	75	69			41	34	21										7	Rott						
179	132	112	103	87	78			50	43	32	16	10	Savoe														
187	142	122	114	97	89			62	55	44	29	23	14	Endeh													
195	151	132	124	108	100			73	67	56	41	35	25	12	Nangameadi												
		145	137	122	114			80	72	72	57	51	42	30	18	Bima											
221	191			156	142	131			110	104	94	80	74	66	54	42	25	Macassar									
258	221			200	187	181			130	155	146	134	129	121	111	101	86	Soerabaja									

3rd class = one fifth of the first class fare.

The fares for service 11a to and from Soerabaja are for transport with transshipment at Macassar by steamers taking the services 9, K or M and 12 or 13a and 13b between Soerabaja and Macassar, or vice versa. But if the entire journey is completed by the steamer of service 11a, the fare to and from Soerabaja is calculated by adding the tariffs via Macassar.

Table of Fares in Guilders.

SERVICE No. 11a

2nd class.

Soerabaja														
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
52	—	15	—	—	—	—	—	—	—	—	—	—	—	Bima
57	—	21	—	6	—	—	—	—	—	—	—	—	—	Laboean Badjoe
67	—	32	—	14	—	12	—	—	—	—	—	—	—	Macomeri
71	—	34	—	23	—	17	—	6	—	—	—	—	—	Larentoeke
74	—	40	—	32	—	26	—	15	—	9	—	—	—	Timor Koepang
83	—	54	—	40	—	35	—	24	—	18	—	10	—	Atapoepoe
89	—	59	—	44	—	39	—	28	—	22	—	14	—	5 - Timor-D h
94	—	64	—	50	—	45	—	35	—	29	—	21	—	11 - 7 - Alor
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
100	—	74	—	64	—	57	—	47	—	41	—	—	—	25 - 20 - 14 - 4 - Rotfl
107	—	79	—	67	—	62	—	52	—	47	—	—	—	30 - 26 - 19 - 10 - 6 - Savoe
112	—	86	—	73	—	68	—	58	—	53	—	—	—	17 - 15 - 11 - 8 - Ende
117	—	91	—	79	—	74	—	63	—	59	—	—	—	14 - 10 - 8 - 5 - 21 - 15 - 8 - Nangameesi
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
131	—	100	—	—	—	94	—	85	—	80	—	—	—	56 - 62 - 56 - 45 - 44 - 40 - 32 - 25 - 15 - Macassar
132	—	135	—	—	—	120	—	112	—	100	—	—	—	96 - 93 - 88 - 80 - 77 - 73 - 67 - 61 - 52 - Soerabaja

Soerabaja

7 - Soembaup.

13 - 6 - Hanjocwangi

12 - 10 - 4 - Boeloteng

17 - 15 - 9 - 1 - Ampenan

24 - 22 - 16 - 13 - 8 - Laboean Hadji

28 - 26 - 20 - 17 - 11 - 4 - Sumbawa.

33 - 34 - 28 - 24 - 20 - 13 - 8 - Bima

40 - 47 - 42 - 39 - 34 - 28 - 23 - 15 - Macassar

The fares for service 11a to and from Soerabaja are for transport with transshipment at Macassar by steamers taking the services 9, K or M and 12 or 13a and 13b between Soerabaja and Macassar, or vice versa. But if the entire journey is completed by the steamer of service 11a the fare to and from Soerabaja is calculated by adding the tariffs via Macassar.

Table of Fares in Guilders.

SERVICE No 11a

4th class.

Soerabaja														
Maassar														
Bima														
Laboe in Badje														
Maomoni														
Larentooka														
Timor Koeping														
Atjoeoeoe														
Timor Del														
Aloer														
Timor Koeping														
Roth														
Saver														
Ende														
Sangamessa														
Bima														
Maassar														
Saver														

מחזור

10. Sumo-
 2 3 14 Banowu
 3 7 22 05 1 Eku
 4 4 21 12 Ampun
 5 5 1 17 10 an Hup
 6 4 1 40 5 2 1 Sumow
 8 1 7 6 64 7 1 2 3 1 Bm
 11 1 10 7 1 88 7 8 6 1 1 Maser

The fares for service 11a to and from Soerabaja are for transport with transshipment at Macassar by steamers taking the services 9 K or M and 12 or 19a and 19b between Soerabaja and Macassar, or vice versa. But if the entire journey is completed by the steamer of service 11a, the fare to and from Soerabaja is calculated by adding the fare to Macassar

Table of Fares in Guilders.

SERVICES Nos. 12 and 13a.

1st class,

Saratani		Malassar	
1265	71	Amboina	
1281	77	Saparoua	
1284	64	16	12 Banda
1441	80	25	21 9 Tessa
1534	104	42	97 26 17 Saka
1600	110	50	40 5 20 6 1 Akak
1775	127	69	65 54 40 21 Local
1884	136	81	77 67 8 41 14 Toker
1994	154	100	90 80 74 61 54 30 22 Lalinguan
2055	161	110	107 17 80 74 60 47 14 11 Adaoet
2105	172	121	118 108 100 80 74 70 47 20 13 Tojua
2211	182	130	129 113 90 91 74 60 40 28 15 Sawaaru
2241	185	136	133 124 110 102 90 77 64 41 32 19 6 Kisser
2267	189	141	138 129 121 108 100 82 70 58 42 11 6 Kwaki
2384	202	151	144 137 124 117 100 98 69 58 45 11 25 21 Woeboi
—	—	—	— 130 110 102 91 70 60 62 56 37 Tessa
—	—	—	180 180 100 100 137 120 110 100 87 83 77 58 29 Banda
—	—	201	— 194 177 171 — 145 130 120 100 97 93 60 5 12 Saporoua
—	—	207	— 191 180 174 — 139 109 123 118 100 97 91 75 16 7 Amboua
—	272	—	— 211 222 216 — 194 182 174 165 154 151 146 130 100 91 77 71 Malassar
280	—	—	— 304 253 240 — 243 232 215 207 195 193 181 178 172 174 161 126 63 Soerabaja

The fare Total—Elat is £ 5.—.

Dohe— 7 7 14—.

• 3rd class fare 1/3th of the 1st class.

Table of Fares in Guilders.

SERVICES Nos. 12 and 13a

2nd class.

Macassar.									
75	40	Ambona							
78	46	4	Saparua.						
80	49	10	7	Banda					
85	53	15	13	6	Glosser.				
92	62	25	21	16	10	Sedar.			
100	66	30	25	21	16	6	Pakluk		
105	70	35	30	25	21	15	Total		
110	83	40	46	40	35	20	Dobo		
116	92	50	55	50	45	35	Lodinghuan		
123	98	60	64	55	50	40	Adioer		
128	103	70	75	65	60	50	Tapa		
131	102	80	85	75	70	60	Srawane		
131	111	90	95	85	80	70	Kiseer		
136	113	95	100	90	85	75	Dwaki.		
145	121	104	112	100	92	82	Woeher		
							Total.		
							Banda.		
							Saparua.		
							Ambona.		
							Macassar.		
152							Sorabola.		

The fare Total—Elat is f 8. -.

" " Dobo— " " f 8. -.

Table of Fares in Guilders.

SERVICES Nos. 12 and 13a.

4th class.

[illegible]

The fare Tocal-Elat is ₪ 0.60.

Нобо- " " 1.90.

Table of Fares in Guilders.

SERVICE No. 136.

1st class.

Suarabaya
— Matassar
116 00 Plooe
— Ambona
125 71 15
— Putoe.
182 77 24 8
— Wahaat
149 98 45 31 24
— Gamu
162 113 62 48 11 18
— Teunale.
173 125 75 62 55 34 15
— Gakda
140 38 90 77 51 40 32 17
— Patmas
165 151 105 91 86 60 49 35 18
— Serong
200 167 124 112 105 85 70 56 40 23
— Saenak
202 171 127 106 100 81 74 60 44 27 5
— Manohwan (Doroh)
227 189 148 137 131 112 97 84 69 53 32 27
— Reon.
263 190 155 146 140 122 107 95 80 64 48 38 12
— Woolbay (Chappen)
289 263 165 154 149 131 117 100 74 54 49 24 12
— Meesboend.
214 210 172 162 157 140 125 111 99 84 64 50 34 23 11
— Dronna.
232 219 184 171 168 151 138 126 112 97 78 74 49 38 34 23
Humboldt's Bay
257 286 191 181 176 160 147 130 122 108 89 85 61 50 46 35 18

The fare from all places except Iquitos and Humboldt's Bay to Wool-Bay and Mooshoendi may be calculated by adding together the fare to Humboldt's Bay and the fare Humboldt's Bay-Wool-Bay or Humboldt's Bay-Mooshoendi.

3rd class fare = $1/5^{\text{th}}$ of the 1st class.

Table of Fares in Guilders.

SERVICE No. 13b.

2nd class.

From Labuan		
8 -	Macassar	
20 - 26 -	Tifoo	
73 - 41 - 9 -	Ambona	
73 - 40 - 14 - 5 -	Pigo	
87 - 44 - 25 - 19 - 14 -	Wahau	
97 - 68 - 5 - 29 - 25 - 11 -	Gail	
101 - 73 - 43 - 37 - 33 - 29 - 9 -	Fatuata	
110 - 87 - 44 - 40 - 44 - 29 - 39 - 10 -	Gultra	
117 - 91 - 63 - 56 - 52 - 49 - 29 - 21 - 11 -	Patani	
124 - 100 - 74 - 67 - 63 - 41 - 12 - 14 - 21 - 14 -	Soring	
127 - 103 - 76 - 70 - 66 - 55 - 44 - 40 - 26 - 16 - 9 -	Saouek	
130 - 113 - 80 - 82 - 79 - 67 - 58 - 51 - 41 - 42 - 19 - 16 -	Manolwui (Doreh)	
140 - 119 - 91 - 88 - 84 - 73 - 64 - 57 - 48 - 36 - 23 - 7 -	Roos	
143 - 122 - 94 - 92 - 81 - 73 - 70 - 62 - 54 - 44 - 32 - 29 - 14 - 7 -	Wool Bay (Jappen)	
146 - 125 - 103 - 97 - 104 - 81 - 73 - 64 - 59 - 50 - 38 - 26 - 14 - 7 -	Meosboendi	
151 - 131 - 110 - 104 - 101 - 91 - 83 - 76 - 67 - 58 - 47 - 44 - 29 - 23 - 20 - 14 -	Djanna	
161 - 131 - 116 - 109 - 106 - 96 - 88 - 82 - 73 - 65 - 53 - 41 - 27 - 20 - 24 - 21 - 8 -	Humboldt's Bay	

The fare from all places except Djanna and Humboldt's Bay to Wool-Bay and Meosboendi may be calculated by adding together the fare to Humboldt's Bay and the fare Humboldt's Bay - Wool Bay or Humboldt's Bay - Meosboendi

Third class fare = $\frac{1}{5}$ th of the 1st class.

Table of Fares in Guilders.

SERVICE No. 180.

4th class.

Soerabaja.																	
8.6	Macassar.																
5.4	8.2	Tifoe.															
5.6	2.6	2.1	Amboina.														
7.4	10.5	8.1	1.1	Piroe.													
9.5	18.1	6.2	4.3	8.8	Wahani.												
10.9	15.	8.4	6.6	5.8	2.5	Gani.											
12.1	16.5	10.2	8.5	7.5	4.5	2.1	Ternate.										
12.4	18.1	12.3	10.5	9.6	6.7	4.4	2.4	Galela.									
14.5	19.7	14.1	12.5	11.6	8.9	6.7	4.8	2.5	Pataui.								
16.	21.5	16.4	14.9	14.1	11.5	9.5	7.6	5.5	3.1	Sorong.							
16.4	21.9	16.8	15.4	14.6	12.1	10.1	8.2	6.1	3.8	0.7	Saonek						
18.2	23.8	19.3	18.	17.3	15.	13.1	11.4	9.4	7.3	4.4	3.7	Manokwari (Doreh).					
19.	24.6	20.3	19.	18.3	16.1	14.3	12.7	10.8	8.7	5.9	5.2	1.7	Roon.				
19.8	25.4	21.8	20.1	19.4	17.3	15.5	14.	12.1	10.1	7.4	6.8	3.8	1.7	Wool-Bay (Japan).			
20.5	26.1	22.1	20.9	20.3	18.3	16.6	15.1	13.3	11.4	8.7	8.1	4.7	3.1	1.5	Meosboendi.		
21.6	27.2	23.2	22.2	21.6	19.6	18.1	16.7	15.	13.1	10.6	10.	6.7	5.2	4.6	3.3	Djamna.	
22.5	28.	24.1	23.1	22.5	20.	19.2	17.9	16.2	14.4	12.	11.5	8.8	8.8	6.3	4.9	1.8	Humboldt's Bay.

The fare from all places except Djamna and Humboldt's Bay to Wool-Bay and Meosboendi may be calculated by adding together the fare to Humboldt's Bay and the fare to Humboldt's Bay—Wool-Bay or Humboldt's Bay—Meosboendi.

